









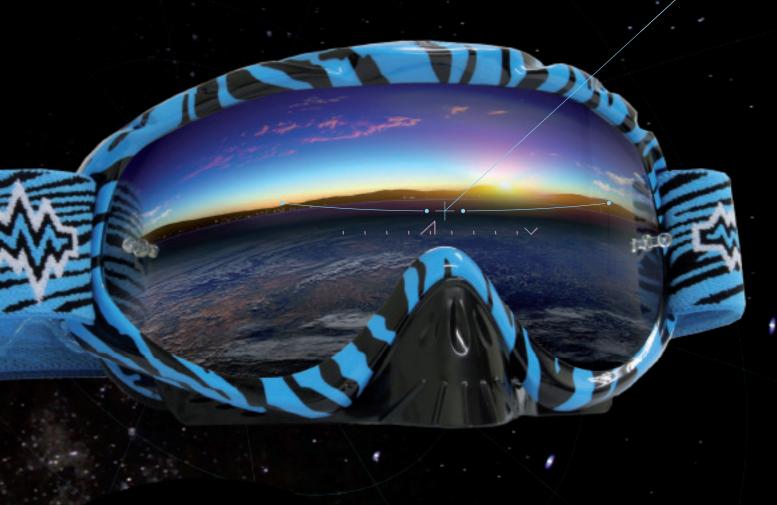








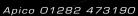
THE HOST SOUGHT-AFTER GOGGLE ON THE PLANET













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COMMENT

s dumb ideas go running two national championship motocross events on the same day around five miles apart is an absolute doozie. Spice it up a little bit more by throwing in a couple of club meets within a similar sized radius and you've got a recipe for absolute madness. The crazy Maxxis/Shawbury/Ollerton/AMCA championship clash that happened in Shropshire back on

August 11 is what I'm on about...

Now I'm all about freedom of choice and whatnot and in my mind everyone is totally entitled to go spectate, race, practice or do whatever they want with their dirt bike addiction but seriously WTF were the organisers thinking? Although race entries were decent at the three AMCA meetings, attendance was below what you'd expect it to be for a British championship round at Hawkstone Park and that's most likely because the amount of choice for north midland motocross fans that weekend was amazing. General bike fans had the BSB at Oulton Park to entice them away n'all...

While I feel for the members of the Salop and Newport clubs whose crowd sizes were undoubtedly affected by the amount of motocross action on offer in the local vicinity there are other concerns too - what about the extra strain placed on local hospitals and stuff like noise pollution etc etc?

I'm fairly deaf to these things myself but I would imagine that an eagle-eared yokel stood in the right or in this case wrong place could claim to have been able to hear all four race meetings going off at the same time - and don't get 'em started about all those 'damned dirt bikers' clogging up their local A+E. That sort of negative attention is the last thing that off-road sports need and so we shouldn't be making it easier for killjoys and NIMBYs to find reason to complain by running a plethora of race meetings in the same locality on the same weekend...

Following the cancellation of the Ken Hall

there were no such clashes on the weekend of the British GP at Matterley Basin (he writes while checking the What's On section of last week's TMX) but where were the crowds? Was it the high ticket price? The unseasonably crap weather? The fact that Motors TV was showing everything from the weekend live? Or something else that put punters off?

It doesn't really matter now I guess and thankfully the fans that did turn out to support the British GP more than made up for the ones who stayed at home by making lots of noise and really getting behind all our riders - and everyone else come to think of it. As far as I could tell everybody seemed to be having a good time despite the weather and although we didn't get a British winner in either of the main races Jake Nicholls came close and the supporting cast all did an awesome job n'all especially Nat Kane and Shane Carless.

I'll tell you who else did an awesome job at the grand prix and that's our MX tester Ed Bradley aka Fred Radley aka Edmund B Radley who took on the best veteran racers in the world and finished a fighting fifth overall on our Honda CRF450R magazine machine.

After finishing third in moto one (he crashed out of second on the last lap *shakes head*) he had us on tenterhooks up until the 15-minute mark of race two as he powered his way to third - and what would have been second overall from a midpack start before cutting backwards through the pack like a hot knife through butter to sixth when he physically hit the wall. Being a glass half full kinda guy Ed's okay with that and if he's fine with it then so am I and I promise not to sack him *crosses fingers while whistling nonchalantly*. In fact I'm so fine with it I Fred

Radleyfied the Beverley Hillbillies theme tune in his honour which you can see below.

Enjoy the mag...

Gonna tell you a story 'bout a man named Fred, Owning a track was how he kept his family fed, Then one day he was testing bikes with the crew, When an idea popped in the head of some bumbling dude...

Sutty that is, dumb minge, DBR 'editor' ...

Well the next thing y'know Ed's entered in a race, So frickin' happy can't keep a smile off his face, Sutty said the Vets world championship is the place you ought to be So he packed up his van and he drove to Matterley

Basin that is, big jumps, old grand prix stars...

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MacNewshwoller of Special

THE IMPORTANT BITS FROM THE BRITISH GP COURTESY OF IRN BRY...

et's not beat about the bush and pretend there was anything more important in our lives over the bank holiday weekend than the British MXGP. There's good news for British motocross and that's that the desire to compete at the highest level possible is still strong. 52 British riders chose to compete in their respective World or European categories from EMX 65 all the way through to VMX rather than loading up their tents or caravans and heading to Cornwall for the weekend. Out of those 52 an amazing 43 went on to pick up points including every home rider that entered in the premier MX1 and MX2 classes. Now that's good going and we tip our backwards-facing-flat-peak cap to you.

One of the biggest and most popular results of the weekend came from 'Shaky Shane' Carless. The Welshman's form this season in his first year aboard an MX1 bike has been awesome and he has achieved his first Maxxis British Championship podium and a race win at the RBPN. But both those feats will now be overshadowed by his well earned moto win in the second MX3 race which ultimately stood him on the box in third place overall.

British Motocross' biggest race fans 'the crazy Welshies' - were on hand and threw Shane a Welsh flag which he duly held up on the podium. That's only the second time that flag has ever been

seen up there - the last being Mark Jones many moons ago. Shane Carless doing it for Welshies and joiners all over the world!

Josh Waterman wowed the fans in the Amateur race by freestyling his way into another dimension - watch it here http://bit.lv/iosh-waterman-crash. Unfortunately for Josh the combo trick of superman-to-commando roll wasn't landed as cleanly as he would have wanted and cost him a broken jaw, fractured skull and broken shoulder blade in the process.

The moto gods were relatively impressed with his commitment to the trick and although he was the reason for the race to be red flagged, once the race was taken back a lap he was the leader at that point and was still awarded the race win and £1000 top prize along with it. Truth be told the actual instigator of the crash was a faulty rear shock which blew on the take off and if you watch the crash footage you can see the gas escaping from the shock mid flight - scary. Best of luck with the recovery, Josh.

Tim Gajser tried to get all Brian Deegan circa '97 on our asses when he ghost rode his bike off of the massive quad. Completely captured on TV by the mx-life.tv eye in the sky the 2012 EMX125 Champ got buck wild and fell off the side of his bike launching it off the jump riderless to flip through the air like a ninja star and land in the most

populated trackside area. It was unfortunate and by no means a reflection of slack safety from the promoters

There was further carnage at the GP but this time in the political sense during the second MX3 race. I can't remember the rider but it was fairly early in the race and the essence of the story is that half of the MX3 field jumped one of the large jumps on waved yellow flags and all were penalised. This meant Britain's Simon Booth scored his first ever GP points after being awarded ninth in the moto after only completing one lap. The outcome was that only the top four positions remained the same but everyone from fifth to 17th moved back down the order to then take up spots 10th to 22nd. Three of the guys in the top 10 didn't even finish the race with two of them only completing one lap each! Not bad for a half shift.

Another political one now but this time something outside of the FIM's jurisdiction. You may have noticed that Aleksandr Tonkov was missing when the register was called for the British GP. Apparently Tonkov got busted at the border with a sketchy I.D. - Mclovin from Hawaii just wasn't cutting it. It was either that or because his visa wasn't correct but either way he was refused entry into the country and sent back but most importantly lost the opportunity to earn some valuable points. That just

goes to show you should stay in school kids because no ready, no ridey!

Stevie Dixon announced that he has secured the services of Max Anstie for the next two seasons on his Monster Energy Yamaha team. The team lose Ferris in MX2 due to the age ruling so have replaced him with Anstie. Max is having a pretty poo year by his standards while Ferris has shown time and time again how good Dixon's Cosworth powered bikes are so maybe 2014 could see the resurgence of Max.

The MX2 class has been bust wide open like ***** *********** (are you trying to get me fired Bry? - Sutty) since Jeffrey Herlings done himself a mischief at Bastogne. So much so that the top step of the podium was still being disputed right down to the final turn of the second moto. The maths involved in working out who was gonna finish in the top three was so intense it gave me a migraine and none of the riders could work it out during the moto either.

Overall winner, Glenn Coldenhoff and eventual runner-up Jake Nicholls both said that they thought they were racing for a spot on the podium as the pit straight was so gnarly and took so much focus that both only looked at their pit boards a couple of times early during the moto. The outcome was pretty awesome entertainment for the fans and ultimately that's what the British GP is all about. Good work guys!

Carnage!

THE MX2 ELITE...

he new first turn at Hawkstone Park is meant to lessen the risk of accidents although I'm pretty sure Elliott Banks-Browne, Nev Bradshaw and Graeme Irwin would all question that after getting involved in this doozie at the Maxxis. Fortunately nobody was injured and all three got back up to finish the race and score some points. This sequence was caught on camera by Jensen Gardner who seems to be in the right place to catch crash shots quite often. On this occasion she clicked her Jensen button at the right time to get all the carnage!

BILL NILSSON 1932 - 2013 A BRIEF APPRECIATION

JACK BURNICLE

he first-ever World Motocross Champion passed away on August 25, aged 80. Mighty Swede Bill Nilsson, born in December 1932, rode European 500cc championships for BSA in the mid-fifties. He finished runner-up to team-mate Johnny Draper in 1955 and won the MX des Nations in Denmark with Sten Lundin and Lars Gustavsson. Dropped by BSA at the end of 1956 Bill, a brilliant engineer, bought a road racing 7R AJS and converted it into a motocrosser, enlarging the engine from 350 to 490cc and calling it the Crescent AJS. On this fire-breathing monster he won that inaugural World championship in 1957! Victorious at Imola, in Italy and Lichtenvoorde, in deep Dutch sand as well as back home at Saxtorp in Sweden, Bill beat big Belgian Rene Baeten and fellow Swede Sten Lundin, his replacement at BSA, to claim the prestigious new crown.

In 1958 Nilsson lost out to Baeten but won the MX des Nations at Knutstorp, in his home country, with Gustavsson and Ove Lundell and in 1959 finished second again in the 500GPs, this time to Lundin on a Monark, though he began a run of three successive Swedish Grand Prix victories. 1960 proved a stellar season for Bill Nilsson. Signed by Husqvarna 'Billy the Pig' (as he was mockingly nicknamed by great friend and rival Jeff Smith!) regained that 500cc world title, avenging his defeat by Lundin with victories at the two greatest citadels of motocross, Namur and Hawkstone Park, plus wins in Holland and Sweden. Their intense rivalry continued into 1961 when Bill was once more pushed back into second place by his elegant compatriot despite GP successes at Imola, Uddevalla and Prerov in Czechoslovakia, though he joined forces with Lundell and Rolf Tibblin to beat Great Britain at the MX des in Holland.

1962 saw the last of Bill's 18 grand prix wins at Ettelbruck in Luxembourg, the traditional final round of the 500cc calendar. But in a remarkable five successive seasons from 1957 to 1961 Bill Nilsson won two world championships and placed second three times – a true legend of our sport.





ight up until he tried to plant himself headfirst into the ground at the German GP, Gautier Paulin was on it and without doubt the biggest threat to Antonio Cairoli in the MX1 title chase. To give the flying Frenchman an edge in hot weather conditions his clothing sponsors THOR created this awesomely technical set of vented racewear that's so trick only a select few even know of its existence.

We stumbled across it while we were snooping around the desk of Madison's MX guru Adam Hartwell looking for sweeties. And when he went off to make us a brew we took the opportunity to bag it so that one of our lovely readers could own it for themselves. Whether this theft is indirectly what led to Gautier overheating and then crashing in Lausitzring is debatable but it's too late to worry about that now – so who wants Gautier's trick kit?

Like always you're gonna have to head online to www.dirtbikerider.com to enter this comp. When you're there follow the link to our competitions page, answer a simple question, tick some boxes and hit transmit all before the closing date of October 4. After that we'll randomly pick a winner who will then win the kit!

Just so you know... the question that we'll want you to answer is this. What is Gautier Paulin's race number in the MX1 world championships?

Is it:

A: 1 B: 21

C: 211

D: A-ha: Take On Me E: 72

Stror MADISON:

LANE COOL! TAKES TO THE AIR TO DELIVER A

ith the MX2 class midway around their sighting lap for the first moto of the British GP, the fans on hand - and pretty much everyone else bar a select few – got the shock of their lives when a small aeroplane burst through the clouds around 700 feet above Matterley Basin. The plane was towing a banner that read 'LOVE MOTOCROSS READ TMX & DBR' which isn't quite what we asked for but still got the message home. The plane did a few circuits before the clouds closed in and the pilot made a break for blue skies before he got trapped in the Basin...

LOVE MOTOCROSS READ THX I DBX



YAKETY YAK

AT MATTERLEY AND THE CALL UP TO TEAM GB...

Words by Jake Nicholls Photo by Alex Hodgkinson

t's been a pretty decent month for me starting off with the Czech GP where I rode really well. After being landed on in the qualifying race I had a bad gate pick and had to come from near last in each moto on Sunday as the new start straight was really unfair. I didn't struggle too badly with my shoulder that had been nagging me although it hurt on the way home and I was definitely thankful for mum and dad taking us that weekend because driving would have killed me.

The following week I hopped on the 450. I raced the Belgian championship round that weekend at the famous Keihuvel track in Balen which is about 10 minutes from my house. It was cool to race there as I watched a 250GP there in 1998 when Smets tried his hand at 250 racing on a KTM and the promoter had to pit board Stefan Everts to slow him down otherwise he was going to lap the 500cc world champ and show up their local hero! The track is basically Lommel but in woods and it has a small hill you go over a few times.

I can honestly say it's the coolest sand track I've ever ridden and a serious amount of fun. I rode well getting a sixth and a 10th in a stacked field of top GP riders and I had to come from last in moto two after getting taken down on lap one. I was a bit sceptical on how I would be on such a gnarly rough track on the big 450 but I proved to myself that I don't need to change much in my preparation for next season and I'm pleased that I wont have to be going big in the weights room as I'm not into that.

The Belgian GP went okay for me but it was one of those weekends where I felt really good on the bike and feel frustrated that I didn't get the results I wanted. In the first moto I was in sixth and made an aggressive pass on Tonkov but I didn't quite pull it off and crashed, they graded the track in between races so it was like a motorway and they made inside and outside lines everywhere so everyone was more or less the same speed. Second race I rode to a strong sixth and was going fast at the end but didn't have enough time to do any damage.

Monday night I drove back to Suffolk in the camper. I rode three days in the week, each day riding with mates and having fun while still trying really hard on the track. Tuesday and Wednesday was really dry and I had to change the filter after a 20 minute warm up it was that dry. But then I woke up on Thursday morning to the sound of rain and nearly started to dance - the track was perfect.

Next morning we drove to Matterley - it only took me five hours to drive the 170 miles because it was so busy on the roads. As soon as we arrived I went straight to some race simulator thing up the road for the Youthstream film guys to interview us. It was quite good but I've never played any Playstation type games really

I watched some races once I was back at the track. It would be nice if we had that at every GP because

Fridays are so boring. All this turned out to be the start of my best and most memorable race weekend to date. Even on Saturday it went so well as normally in any of the timed practice sessions at the GPs I'm rarely in the top 12 as I'm just not that great at qualifying laps. But this weekend I was 10th in the first session and then sixth in the second session even if I did nearly miss the whole thing together.

I thought it was at 13:15 like normal but they changed it to 12:55. So when the rest hit the track I still had my sack out in the back of the camper slowly getting changed. My mechanic ran over and informed that I had to go now so I quickly got changed and got out on track with 16 minutes left of the 30 minute session and I managed to bag sixth even if I did case the big triple on my first lap. After qualifying second in the heat race I was pretty confident going into Sunday.

Race day went well. The first race was pretty cool and I can't explain to you how cool it was having that much support and that I'm a little disappointed I couldn't have made it a close battle between me and #111 for the win. But I had the fastest lap of the race which I'm pretty proud of and I felt so at home in the slightly muddy conditions and the foggy damp weather - real British conditions.

In the second moto my clutch was too dry and was jumping when the five second board turned so I got a shocker of a start. I was hoping they would red flag it after the crash although I'm very thankful that no one in the crowd was seriously injured in that crash because that would have been horrible.

So I set about trying to pass my way into the front group which I did but in the first 10 minutes I felt a bit lethargic – I don't think I ate enough rice in between the motos. But I got stronger and stronger and pushed so hard to get the overall win but couldn't manage it after making a big mistake with three laps to go. I really cant thank all of you who were there supporting me enough - it was such a boost and was so cool to race with that kind of support and so many people looked genuinely happy for me after the race which was very nice for me to see. I think a lot of people know how hard I work for it and how much I want it and after having some average races to do that at my home GP was very special.

I drove home with some of my mates in the camper who were on a stag do at the GP. Their bus driver refused to take them back to Suffolk and quit her job on site at Matterley leaving them with the bus! The rest had to get a train back to Suffolk. We got back at 10 and went straight out to a local pub called The Black Tiles and got pretty bent up there. I don't remember much other than laughing a lot and having my meat and veg out for most of the time.

Thanks for reading and thanks for supporting and believing in



EURO FIGHTERS!

teve Dixon unveiled his 2014 livery on the European championship bikes of Magne Klingsheim and Ryan Houghton at Matterley. Yamaha has lost title sponsorship from Monster Energy next year and the team will race under the Bike It Cosworth Yamaha banner.

"Both Bike It and Cosworth have increased their involvement," says Steve. "We will retain Monster Energy as helmet sponsor while Yamaha have confirmed that we will again be the official MX2 GP team.



Saved by THE BAND!

FLOW WOES...

he Loket organisers have suffered the same spectator loss as everywhere else as the European recession makes normal people think twice before parting with their hardearned wages for overpriced sporting events. But the Czech crew have found a first-class solution to finance their GP. A class band - Prague Conspiracy - played Friday and Saturday into the early hours, the trade stands boomed and the magnificent firework display on Saturday evening once again richly deserved the applause from a gallery of viewers which will probably exceed numerically the attendance for the British GP. The only people who didn't seem to enjoy the (noisy) show were the Living Area residents - but sod them!

DECLINED VISA

leksandr Tonkov was refused a visa to enter the UK by the Home Office. "They said they needed more time," commented Tonkov's manager Bader Manneh after a week-long attempt to get a visa came to nought. And, while under normal circumstances a period of several weeks is required to process a request, a fast-track option for sportsmen who cannot give up their passport for an extended period has existed in the past. But the typically self-righteous UK civil servant bureaucrats dug their heels in and the world number 12 had to sit out the penultimate round of the series.

While Tonkov's management should indeed have made their application earlier, one cannot escape the feeling that this first blatant signs of Cold War since the 1960s when East German Paul Friedrichs was hindered for years in his attempt to ride regularly in the supposed 'free world'.



Words and photos by Alex Hodakinson

effrey Herlings' season has been no go - and Herlings had made it clear on the knife edge all year with desperate near-misses in the injury stakes more often than a cat. In the end the Dutch teenager wrapped it up in his personally most boring GP of the year as he led quali and both motos almost from the start at Loket. But his KTM bosses must have been breathing a huge sigh of relief... particularly one week later when his luck finally ran out at Bastogne and he was sent home from the Ardennes on Saturday evening with a damaged shoulder.

In reality the title was already in the bag before Czecho. The only 'rival' who retained even a mathematical chance of preventing a repeat title for the Bullet was team-mate Jordi Tixier and Mr Nice Kid, despite chasing his team leader home nine times has never looked like actually winning one. And the youngster from Brittany would have needed to go through the card at the final two GPs to haul in Jeffro's points tally - even if we took away the Loket maximum.

The biggest open question was Herlings' intentions for Lierop - race both classes, 125 smoker, lap the lot, thrash TC#222 on a 350? The first was a no-go from day one as the FIM made it clear mid-summer that double starts were unacceptable - Suzuki wanted Jeremy Seewer to race the single moto EMX2 and the MX2 GP and were told

to friends that he was not into racing a smoker. Showing the entire field his butt patch - only buddy Jeremy Van Horebeek was allowed to escape last year - is still on the cards but MX1 is also in the mix now that the perfect season has become just a bygone dream. Will he do it? A lot must depend on the shoulder but by Tuesday he was tweeting 'still see possibilities'. Go for it!

With Herlings back home on the couch MX2 in Bastogne was the most open GP of the year. For the first time since Adam had a nibble, well okay, since August Mingels won the very first GP in 1952, not one rider went to the gate who had ever won a GP before in their career.

The hot money was divided between Tixier, Charlier and Jake Nicholls but Dean Ferris never even let them have a sniff as he became the fourth Australian in history - and the first since the late Andrew McFarlane at Matchams in 2005 - to win a GP. The others? Jeff Leisk and Chad Reed. No wonder Deano said he was proud!

Two wins for Clement Desalle - and his worst GP of the year for TC222 at Loket - delayed the inevitable until Matterley... though 10 points was never likely to be a major challenge for a champion who had only finished out of the first four once all season.

The Panda was untouchable at Loket but his victory at Bastogne was gifted. No offence meant - because no-one else was in the same race as the Belgian and the champ - but TC222 had controlled race one all the way and needed just seven laps on a rainsoaked slide in race two to persuade himself that it wasn't worth it. "I haven't got this close to risk it all for one moto and I couldn't clinch the title today anyway." Tony is not only the fastest rider in Europe, he is also the cleverest!

Not that he is a saint. The champion has lost a huge wedge of street cred this year for his corporate utterances that mixed class racing and artificial tracks are the future and his perennial moan about lappers - the ruling says they must hold their line, not get out of the way, and if the champion can't get round a guy who is 10 seconds a lap slower...

But in Bastogne he and several other top men including Desalle made complete tits of themselves when they moaned about track prep on Saturday but applauded the grading for race day. The dirt in the Ardennes is unreal, loamy and loose but with a firm base to see the world's best challenged to their limits on Saturday as even a momentary lapse of concentration could spell disaster as the front wheel dug in or the rear wheel stepped out was classic motocross. But with rain

threatened Youth Stream scraped the entire top surface and created a single groove expressway for race day which, particularly in the second motos, was a yawn.

So let's hear it for Jordi Tixier. The Frenchie is not the most enigmatic character in the sport, far too well mannered and a Steve Ramon smoothie on the bike but he stood out like a beacon on Sunday evening when he admitted, even after finishing second in the GP - "I didn't like the track today after they graded it - it was much better yesterday when it was rough. You had to think about your lines and stay focused, just like the tracks I ride back home in Brittany." Old school! Legend!

You can read all about the British GP at Matterley Basin on page 32...

SERIES STANDINGS

7	Tony Cairoli	/18
2	Clement Desalle	647
3	Ken de Dycker	573
4	Gautier Paulin	513
5	Kevin Strijbos	509
M	X2	
1	Jeffrey Herlings	692
2	Jordi Tixier	569
3	Jose Butron	506
4	Christophe Charlier	467
5	Glenn Coldenhoff	450



ith the end of the season speeding towards us like the ground rushing up to meet a suicidal lemming one thing is becoming clear - MBO Sport Yamaha's Kristian Whatley is on the cusp of claiming all three major British MX1 titles. After a double win at the penultimate round of the Wulfsport British Masters, K-What has claimed that championship and he's in pole position to wrap up the Red Bull Pro Nationals and Maxxis titles n'all.

A 1-1-2 score at Canada Heights along with the no-show of Milko Potisek who's on GP duty - boosted Kristian's lead in the Pro Nats to a massive 86 points with reigning champ Nico Aubin the closest contender - Potisek, Jamie Law and Brad Anderson are next in line.

Maxxis win at Eaglerock Ranch

Ando's debut for Buildbase Honda netted him second overall in Kent courtesy of a 2-2-3 scorecard while the consistently inconsistent Aubin ran 11-3-1 to grab third by beating Bert Krestinov in the better last moto tie-breaker.

Defending MX2 champ Nev Bradshaw takes the overall win at Canada Heights with a 3-1-3 run of results as luck's definitely on his side. Outpaced in motos one and three by Bryan MacKenzie and Steven Lenoir, Bradshaw gets his lucky break in the middle moto when the Scotsman and the Frenchman both have bad luck -MacKenzie is nailed by a wayward 450 rider while Lenoir's radiator is ripped apart in a first lap clash. With Steven scoring zero points the championship

lead is thrust into Bradshaw's lap and just 11 points split the pair with two rounds left..

There's just one round left to run in the Maxxis - at the old-school as owt Farleigh Castle - and it's looking like Whatley and Elliot Banks-Browne are a safe bet for taking the two titles. Kristian holds a 22 point advantage over Jon Barragan - are Spaniards even any good on green grass? - while EBB sits on a tasty 30 point lead over Lenoir who's got Bradshaw behind him in this one.

A sunny Hawkstone Park aka Eaglerock Ranch hosted round seven of the series where Matiss Karro romped to a dominant 1-1-1 scorecard in MX1 to take the overall ahead of his Spanish STR team-mate and red plate holder

Whatley. In MX2 Nathan Watson made it look oh-so easy as he powered to his maiden overall win in the British championships by overcoming an on-form Lenoir, Bradshaw and all. EBB's sh*tty luck continued and he was especially lucky to escape serious injury in a massive turn one crash in race two that also took out Bradshaw, Graeme Irwin and a couple of others. Despite suffering with a battered body and a sore head EBB toughed it out for fourth overall.

All attention is focussed on the Red Bull series now as that'll be tied up following rounds at Hawkstone Park and Culham (September 21-22) before the Maxxis heads to Farleigh Castle in Wiltshire for its final round on October 6.

ERIES STANDINGS MAXXIS BRITISH CHAMPIONSHIP

Kristian Whatley Jon Barragan Matiss Karro

Elliott Banks-Browne 345 Steven Lenoir Neville Bradshaw

RED BULL PRO NATIONALS

Kristian Whatley Nicolas Aubin 262 Milko Potisek 239 Neville Bradshaw Steven Lenoir

Brvan MacKenzie

WULFSPORT BRITISH MASTERS

M	X1	
1	Kristian Whatley	580
2	Josh Waterman	439
3	Ashley Wilde	427
M	X2	
1	Neville Bradshaw	569
2	Bryan MacKanzia	176

Ben Watson



WHAT SAY YOU?

SITTIN' DOWN WITH SNOWY....

Interview by Mark Turner

akleaf Kawasaki's Alex Snow has been sidelined through injury for a big part of the season but is now fully fit and back racing again. With loads going on we ask him for his views on just a few of the current hot topics....

DBR: First of all we'll start with Nathan Watson taking the overall at Hawkstone. Was it something of a surprise or do you see him as a recognised regular front runner? AS: "You know it wasn't really a surprise to me - he's been riding very well all year and has showed great speed in sand especially. I think it was a well deserved win and I'm sure we'll see him on the podium a lot more before the year is out."

DBR: Also on the subject of Hawkstone... after many years the start straight has been changed and now misses out the iconic tunnel section in favour of turning immediately right. From a riders point of view did it work for the better or worse?

AS: "Personally I preferred it. Although it's well known for its fast, long start straight the bikes are a lot faster nowadays than back in the old school era and it was becoming too fast. I felt it was a needed change that worked well."

DBR: The UK has a new world champion in Conrad Mewse who clearly is our next potential superstar. But with the tag of future world champion will the pressure start to get greater now for him to produce the results? S: "I think it's awesome what he's done and he's got a bright future but as he is a kid it's more important that the press and the people around him don't apply the pressure, let him do his normal things in life that a kid would do and race his bike at weekends and he'll be fine I'm sure.'

DBR: With Husky making a comeback to the GPs next year can you see them being competitive against the other manufacturers? AS: "I believe KTM have taken over the Husky brand so I'm confident with all the development they have that they will produce a great bike and team. Starting a fresh project like this it's not going to happen overnight but with the riders and teams they've contracted the signs look good for them."



BIG DAY OUT!

BRY VISITS THE BTCC ALTHOUGH IT TURNS OUT THAT TOURING CARS ARE ACTUALLY BORING CARS...

Words by Bryan MacKenzie Photo by Sutty

broadened my horizons last month by expanding my sporting interest further than just motocross. I visited my first ever British Touring Car Championship race when the series came to Knockhill in Scotland. It wasn't like I sat for hours searching through a load of different sports like I was looking for the hottest chick in a pack of nudie playing cards but it was in fact courtesy of my sponsor - Rockstar Energy Drink. They invited me and Ash along to the race to spend the day with their sponsored driver Tom Onslow-Cole who gave us some VIP tickets to get the full experience.

At the end of the day it seems the BTCC series is actually a reality TV show. It's put on and moulded to entertain spectators and TV viewers and first and foremost their viewing entertainment is number one priority. And that couldn't be made any clearer in the fact that they have these crazy rules to, putting it bluntly, stop you from winning.

The competition is tight, really close. In qualifying at Knockhill the top 17 cars were split by only 0.6 of a second - a bawhair - which is absolutely unheard of in motocross. To keep racing close and to make sure there are no runaway winners they have these bizarre rules for handicapping the top boys that makes it nearly impossible to be consistently up there.

They have this thing called success ballast which if you're new to the word might sound like a good thing but believe me it's not. After both the first and second races on Sunday, weight handicaps are added to the top five finishers' cars before the start of races two and three -1st carries 45kgs, 2nd 36kgs, 3rd 27kgs, 4th 18kgs, 5th 9kgs. After race three, the same amounts of ballast are added to the cars of the five highest-placed drivers in the championship in time for the next round and they must do practice, qualifying and race one with the extra weight.

When you think about how tight qualifying was and how strict they are with their weight, power, tyre etc regulations almost all cars are equal. So when you start adding a weight that's the size of the girlfriend in your dreams then it's gonna hurt.

When the unthinkable did happen and someone started showing some dominance the race director dude would chuck the safety car

out just to bunch the leaders up again. Sunday's third race starting grid is then decided by the finishing order of the second race but with the leading positions reversed. The number of positions to be reversed becomes known only after race two when a number between six and ten is drawn like the Thunder Ball. So if the number eight is drawn then whoever finishes 8th in race two goes to the grid 1st and 1st goes to 8th...mental.

That would be like telling Jeffrey Herlings he needs to wear a backpack full of rocks, retard his ignition five degrees and start from the very outside gate for each second moto this year. Mr BTCC must have left the rulebook lying about his house one night and his teenage son abused it with a red biro pen in fits of giggles while as high as a kite.

It's a massive business too. Huge companies are in bed with a lot of the teams because of the TV coverage etc and each team is run like a business. There was so much entertaining being done by every team behind the scenes it made me sick.

Tom, the driver we were there with had about 15 guests that he had put on for that weekend and other than me and Ash I'd say the rest were sponsors of his. We got breakfast, lunch, snacks, unlimited ice cream cones, grid walks and just generally really well looked after and informed of everything that was going on. And because I was around the same size as Tom he even let me jump into his £300,000 car!

But from mooching about and speaking to folk, as much as it is all massive business, the drivers aren't any better paid than the top British motocrossers. I'm sure the end of year series bonus will be killer but during the season they don't seem to be better off than our guys - they get no prize money and very basic salaries and even though there are big investors everything they do just costs more, too. So it almost evens out. They draw in more money but spend more leaving similar on the table in the end.

So although it has a bigger following, has large companies invested in it and the drivers are a little more publicly known, the grass isn't really greener - we do alright. Viva

motocross!



JONTY'S BOX

MAN V. QUAD

IF YOU TRY AND EAT A FOUR-WHEELER BAD THINGS WILL HAPPEN – JONTY'LL TELL YA...

Words and shameless selfie by Jonty Edmunds

otorsport has given me my fair share of knocks over the years. A broken leg, busted wrists, exploding appendix and another broken leg plus all those other broken fingers and toes, cuts and bruises that you forget to take into account. But when I stepped off my bike and took to watching the racing from the sidelines, I assumed that was the end of my visits to casualty. And for pretty much the last 10 years that's been the case.

But then I bought a quad. Not a racing one, just a farm quad, the type that sensible people use for doing sensible stuff. I'd wanted to get one for some time to help make things easier when setting out venues for the British Sprint Enduro Championship that I run. Her maiden voyage was great and I felt awesome razzing around doing my thing. But then at the last round of the series at Sheffield I got schooled. I found out the hard way that the quad was the boss and I was her b*tch.

For the majority of the morning I was having a blast clearing the tracks we were going to use. I was towing a chain harrow when I got stuck climbing a short little hill rookie error on my part. I forgot to flick it into four-wheel drive and never gave it enough gas.

'No big deal,' I thought. 'Just reverse back and try again.' Only I forgot about the harrow attached on to the guad. In literally the blink of an eye, the rear wheels got wrapped up on the chain harrow, pulling it tight and the whole thing flipped over. I landed on my back and a half-ton of quad slapped me square in the face. It was a like scene from You've Been Framed only no one was there with a video camera to earn me my 250 bucks. Where's the GoPro when you need it, eh?

The damage done? Luckily the quad survived without a scratch but I was cut between the eves. lost a little piece of my nose - the good bit - and suffered a through and through on my bottom lip. That's basically the medical term for a hole that goes from the inside to the outside. Thankfully it was nothing that 12 hours in A&E and 40-odd stitches couldn't fix. Needless to say I felt rough that weekend but I have a good crew behind me at the BSEC and the show went on.

A couple of weeks later and I'm now getting back to normal. The stitches are out and I'm no longer scaring little kids when they see my hobbling down the street. I haven't got back on the quad yet but like all racers it won't be long until I do - though in future I'll try to pay more attention to where I go!

Quad 1-0 Jonty



FREE RANGE!

KTM ADDS A TWO-SMOKER TO THE FREERIDE RANGE

ust one year after the launch of KTM's Freeride 350 the Austrian brand have added another model to the Freeride range - the 250R. Packing a KTM 250 EXC engine into the Freeride chassis, KTM have pushed hard to develop a bike geared more towards extreme riding than just a 'go anywhere' trail bike.

Starting life as a 250 EXC, the engine has been refined to suit the needs of the Freeride audience. A new cylinder with port and timing adjusted

allow for greater torque response. The new cylinder head has a combustion chamber tailored to the Freeride 250R and a compression ratio optimised to the new cylinder. Removing the power valve and kick-starter sheds more weight and combined with the lightweight frame and polymer bolt-on sub frame, the Freeride 250R tips the scales at an impressive 92.5kg.

The KTM Freeride 250R 2014 arrives in your dealer's showroom mid-September.

PYRAMID BAGGED!

nsurprisingly, given the rather worrving civil unrest, the final round of the FIM Cross-Country Rallies World Championship in Egypt has been shelved. With the Egyptians clearly not happy about whatever it is that they're not happy with, organisers of the Pharaons Rally have been left with no option but to postpone the event until May 2014.

The only man left smiling with the outcome of the decision is KTM's Marc Coma. As the current leader of the championship, the Spaniard becomes this year's world champion. Congrats.

t's all change for KTM's Jonny Walker. Following two impressive seasons contesting the SuperEnduro World Championship on his trusted KTM 300 EXC Walker has crossed over to the dark side. Needing like-for-like power Walker has matched his rivals and will contest the series on four-stroke machinery namely the KTM 250 EXC-F.

Keswick's finest has never ridden a four-banger but with plenty of time to prepare for round one of the series at Liverpool's Echo Arena on November 17 he's optimistic he can be up to speed in time.

"I'm looking forward to racing a four-stroke in the SuperEnduro series," told Walker, "I'd never ridden one before until a couple of days ago but I'm really enjoying it. It's all new to me so I've got a lot to learn. So far things have gone well and I think that with a few more weeks to prepare for the opening round of the series in Liverpool I'll be up to speed."

CLEAN SWEEP!

aking his first appearance in the 2013 British Enduro Championship David Knight claimed an impressive double win to show exactly why he is the defending champion. The Honda rider eased his way to a comfortable victory on both days at the Abbey Enduro.

Relishing in the wet and muddy conditions, Knight quickly took control of proceedings and was never headed throughout the weekend. Setting the fastest time on all of day one's 11 special tests Knight placed 90 seconds clear of runner-up Jamie McCanney (Husaberg). By winning the event outright he easily won the Enduro 2 class. Ensuring a Manx 1-2-3 on day one, Gas Gas' Danny McCanney was third overall while also topping the Enduro 3 class. Placing an impressive fourth overall on day one KTM's Steve Holcombe also claimed the Enduro 1 class win. Honda's Jamie Lewis rounded out the top five.

Continuing from where he left off on day one, Knight hit the ground running on day two. Winning the opening special test by nearly 20 seconds, the Manxman left no doubt in anyone's mind as to who was boss. Knight's winning margin was almost a carbon copy of day one.

Trading places, Danny McCanney got the better of his younger brother to place as runner-up to Knight. Unable to match the pace of Danny, Jamie McCanney slipped back to third. Improving two positions, KTM's Jonny Walker jumped up to fourth overall while Husqvarna's Jack Rowland ended his day in fifth to top Enduro 1.

In the Experts Brad Freeman hit his best form of the season to take two storming wins to edge the slimmest of leads over the previous leader Scotland's Ryan McLean. In the Clubman ranks Lee Sealey stamped his authority on this championship with a double victory and extended his lead in the standings over double runner-up Jack Staines.



FINN-ISHED?

s we go to print Juha Salminen's future in the Enduro World Championship is uncertain. Coming just two weeks after news broke that the eight-time world champion had opted to sit out this year's ISDE Sardinia the rumour mill is in overdrive suggesting that 2013 will be his last season of professional competition.

Citing a long and hectic season of racing that included the EWC and Italian Enduro Championship plus Enduro X at X Games Munich, the Finn decided to wavier the ISDE. Having contested the ISDE since 1995 and only missing the event twice, Salminen will be a notable absence in Sardinia. In typical Finnish fashion he played down his announcement...

'This decision does not involve any great drama. It's been a very busy season and I feel it's best to leave the ISDE out. I've competed in the ISDE since 1995 and only missed the race twice. This year I felt it was time to take a break

Whether or not the greatest enduro rider of all time will take a break from professional competition indefinitely remains to be seen. But with the GP of France just around the corner, we will know soon enough if Salminen has decided to hang up his boots.

KNIGHTER OUT!

avid Knight is another rider to step away from this year's ISDE. Initially selected to compete on the British World Trophy team in Sardinia, Knight was been forced to withdraw from the event. With his team budget already spent for 2013, Knighter regrettably had to opt out of competing

"It's been a long and very difficult decision for me to withdraw from this years ISDE which is the centenary of the event. Financially I can just not afford to do it," admitted the Manxman.

"Running my own team this year with the help of my sponsors has been tough going especially doing three races in South America and the X-Games in the USA. It's very tough for everyone at the moment but especially for small teams. After a long, hard think and looking at it financially, I can not afford to go. It's the only choice I have but it's not easy to take, as the ISDE is very close to my heart. Being the only British rider in 99 years to win the event outright makes it even harder.'

You can read more on Knighter's ISDE decision and his future in on page 44



fter a lengthy two-month summer break the Enduro World Championship returns to action to conclude the 2013 season in St Flour, France on September 7/8. Last time out at the GP of Greece the KTM duo of Antoine Meo and Christophe Nambotin wrapped up the Enduro 1 and Enduro 3 classes respectively. And while the pressure is now off them in France it's very much on for Italy's Alex Salvini in the Enduro 2 category. Poised to collect his debut world title, the Honda rider will become the focus of attention.

Claiming seven wins from 12 starts and never once falling outside the top three Salvini enters the seventh and final round of the season with a comfortable 33-point lead over his nearest rival Pela Renet (Husaberg). To say that the Italian has been the revelation of this year's EWC is an understatement. Instantly gelling with the HM Honda team that guided Mika Ahola to five consecutive world titles Salvini stepped up from being a top five finisher in E2 to become the rider to beat in 2013. Now, with just two rounds left to run, Salvini is on course

to become Italy's first enduro world champion since Mario Rinaldi and Matteo Rubin in 2000.

Also looking to make history of his own in France, Australia's Matt Phillips (Husqvarna) leads the Enduro Junior category. Holding a 29-point lead over Italy's Giacomo Redondi (KTM), the young Aussie has delivered an impressive debut season in the EWC. If Phillips can deliver the goods in France, he'll become Australia's youngest ever EWC champion and the first since Stefan Merriman in 2003.



opening round of the FIM SuperEnduro World Championship at Liverpool's Echo Arena on November 17. Hosting round one of the 2014 series the Echo Arena is gearing up for a night of all-action endurocross racing. And with Britain's best of David Knight and Jonny Walker set to take on defending champion Taddy Blazusiak the probability of a

he countdown is on to the

home win is definitely on the cards.

Putting his efforts into the SuperEnduro championship, Knight has his sights set on getting his season off to the best possible start. It's been a while since the big Manxman has raced a world championship at home and he won't want to let arch rival Blazusiak steal his thunder in Liverpool. Also hungry for a victory, Walker will be pushing hard to stop Blazusiak and Knight gaining the upper hand on him. Adding in 2013 Junior SuperEnduro World Champion Danny McCanney, Jane Daniels and a host of other top-flight British enduro riders it's clear that the British fans will have a lot to cheer for.

Adding to the afternoon's spectacle Liverpool will also feature a world exclusive race. With pedal power replacing engines, some of the best mountain bike riders in the business will compete for victory in the SuperEnduro Racing event – a unique cycle race that will blend existing cycle formats and see competitors race on a unique indoor track.

Completing the family fun filled afternoon the Strider SuperEnduro race will allow the youngest family members to follow in their hero's footsteps. Using Balance Bikes children will have the opportunity to try SuperEnduro for

themselves on a purpose built course.

Tickets for the SuperEnduro GP are now on sale at the Echo Arena website www.echoarena.com or by calling their Box Office number 0844 8000 Don't miss this one!



AC ON!

A MOVE TO THE FRONT...

ear the end of the 2013 MX Nationals Adam Cianciarulo started showing some genuine promise. In Utah, he started fourth and ran as high as second in the first moto of the day only to have his team-mate Blake Baggett chase him down late in the moto and relegate him to third. In moto two, he had perhaps an even more impressive ride, going down in the first turn and then slicing his way all the way back up to ninth in the moto and grabbing fourth overall. When asked the difference a source close to the team said that they established a "more direct line of communication" with AC meaning they cut his dad out of the equation. The attitude at Pro Circuit is basically,

'This isn't our first rodeo. We know

what we're doing. You don't." It's

working pretty well so far.



AMERICAN MUSCLE!

YANK STARS MAKE IT A CLEAN SWEEP OF THE TOP 10 IN 450 CLASS

ow about this for an interesting stat? All 10 racers in the top 10 of the series-ending AMA 450cc National MX points standings are Americans. There has been at least one foreign-born racer in the top-10 in the 450cc (250cc two-stroke) National championship points every year from 1997 until 2012. That's 16 years in a row. Prior to 2013 the last time all

10 racers in the top-10 in points were American was 1996. What does this mean? Probably nothing. Ken Roczen will be in the 450cc class next year so that should change things. Chad Reed had a terrible 2013 and Tyla Rattray spent a lot of the summer looking pretty out of sorts. Don't expect the trend to continue...

MOVED!

IS GLEN HELEN GONNA HOST THE AMA FINALE?

len Helen lost the right to host an AMA National after 2009. The track owners consistently broke sanctioning rules and repeatedly failed to address safety issues around the track – such as having enough fence openings so that the medical crews could get from one area to another relatively unhindered – and the AMA Nationals went to Pala Raceway.

After a couple of years at Pala it became obvious that traffic was an issue that wasn't going to get fixed (with a single, two-lane road leading to the track) and even by its second and final year the attendance dropped tremendously. So, in 2012 and 2013, the series took its finale to Lake Elsinore Raceway.

This year, when the people from MX Sports started going around to get fencing put up – along with many other things that needed to get handled – it became obvious that the track wasn't paying its bills. Fence companies reportedly wouldn't release fencing because they hadn't been paid from the 2012 race yet, for example.

So guess who had a meeting with MX Sports the Tuesday prior to the Lake Elsinore MX finale? The Feldkamps – owners of Glen Helen Raceway. It's not a done deal yet, and a lot has to happen between now and then, but it looks like Glen Helen is back in the running to be the AMA National MX series finale in 2014



BAGGETT BUSTED!

BLAKE BREAKS RULES N' BONES IN AMA FINALE...

ast year's 250cc National MX champ Blake Baggett came into this season with a busted up right wrist. He hoped he'd get better and better but he really didn't. All he could do was be occasionally exceptional. He won one moto (and overall) during the season, officially but he ran away with the final moto of the year at Elsinore, too, only to be docked a position for jumping a jump under a red-cross flag. It's a safety issue, but the reality of it is that moto-two runner-up Eli Tomac was never a threat to even catch Baggett, much less pass him. Baggett won the moto, whether the points reflect it or not. Regardless, Baggett had to go back under the knife the week after the Elsinore finale because his right wrist is fractured again. He has another year of 250cc eligibility and will be returning to action with the Monster Energy/Pro Circuit Kawasaki team in 2014 but there's no way of telling at this point which Blake Baggett (if any) will show up to the races next year.





MIA #1

GR/Toyota Yamaha's Josh Grant missed the Utah National for family reasons. Apparently, he had just moved to Florida and his family dog wasn't adjusting well to the change and was acting weird. Just before the National the dog ended up biting Josh's young son Wyatt and Wyatt had to go to the hospital for some stitches. Josh being the good dad he is - wanted to be there for his son. Unfortunately, the dog had to be put down.



ith Roger DeCoster doing double-duty as the Red Bull KTM team manager and the team manager for Team USA at the MXdN he asked Ken Roczen to do him a favour and let Team USA - Ryan Dungey, Eli Tomac and Justin Barcia - stay at Roczen's house which is about an hour from the MXdN race track and ride Roczen's tracks in preparation for the event. Roczen responded by laughing and saying, "Sure thing, boss!"



JAMES STEWART MISSES ELSINORE

oshimura Suzuki's James Stewart went down pretty hard prior to the Unadilla MX National and put a kink in his neck. After having a decent first moto at Unadilla he went down in the second turn and aggravated the neck injury. Then, in Utah a week later, he did it again forcing him to sit out the Elsinore MX Finale. After getting an MRI, he found out he not only had a problem in his neck, but a bulging disc in his back. Luckily, no surgery is required.

All the doctors say he needs is a little time off the bike and some inversion therapy to stretch it all back out. He'll be testing for the Monster Energy Cup and the 2014 SX series before the end of September. There's also talk around his Yoshimura Suzuki squad that they may have a new outside sponsor and with that money they may be able to give privateer hero Weston Peick – who went 5-5 for fourth overall in Utah on an RM-Z450 that he bought - a factory ride alongside Stewart in 2014.



MERICAN IDJUT

PERCH AND ARE THE NEW KINGS OF THE 250 CLASS...

Words and photo by Steve Cox

or quite a few years, the GEICO Honda (Factory Connection Racing) team has been knocking on Pro Circuit's door in the AMA 250cc classes. Pro Circuit has been the dominant force for over two decades in the USA and the Factory Connection race team just got going about 15 years ago with Mike LaRocco as the team racer.

Factory Connection had some success over the years with LaRocco winning races and even winning a 125cc (now 250cc) Western Regional Supercross Championship in 2002 with Travis Preston. But Factory Connection was always fighting an uphill battle against Pro Circuit, not to mention factory KTM, Suzuki and Yamaha teams.

But as the years have gone by Factory Connection has kept on moving forward. With defeat after defeat mostly at the hands of Mitch Payton's Monster Energy/Pro Circuit Kawasaki squad, Factory Connection took its lumps and kept driving forward. When racing Honda CR125Rs Factory Connection was actually sponsored by Pro Circuit. After all, Honda sells way more bikes than Kawasaki so Payton and Pro Circuit wanted to advertise their exhausts and engine mods to Honda riders as well. This Pro Circuit support continued as Factory Connection gradually transitioned to four-strokes starting in 2004. Pro Circuit wouldn't just supply exhausts, but engine modifications as well, and eventually the race-team technicians were taking the Pro Circuit parts and improving upon them at the Factory Connection race shop only a couple of miles away.

In the mid-2000s, Factory Connection Racing took another step forward for its race team by recruiting at the amateur level - similar to the Team Green program that Pro Circuit has benefitted from since PC switched from Honda to Kawasaki in 1993. The first big-time name Factory Connection recruited this way was Josh Grant who proceeded to make his debut at Hangtown in 2004 and run away with the opening moto - in front of the likes of James Stewart - before crashing and stalling his bike. Unable to restart it, he scored a DNF. But he made a statement regardless.

After Grant, Factory Connection stepped up its amateur-recruitment program some more and actually supported Trey Canard through more than a full year of amateur racing before he made his pro debut in late 2007. Canard ended up winning the 2008 Lites (250cc) East SX

Championship beating out Pro Circuit's Ryan Villopoto to do it. After Canard came Justin Barcia. Then came Eli Tomac. Currently, Tomac (rookie debut in 2010), Justin Bogle (2011), and Zach Bell (2012) are all products of Factory Connection Racing's amateur-recruitment program. Both Canard and Barcia graduated from the team to Team Honda and Tomac would've done likewise except that Team Honda is full so he's taking Kevin Windham's spot as the team's premier, factory-supported 450cc racer in 2014.

The final step in GEICO Honda's new dominance came when Honda began supplying the Factory Connection Racing team with 'factory' designs for various parts on their motorcycles. Factory Connection had to have them made but they were identical to factory parts. This began in the late 2000s. Then, prior to the 2012 season, Honda asked the Factory Connection Racing team to switch to Yoshimura for their exhausts and other non-factory engine modifications. This is what the Honda factory was using, and even what Kevin Windham had already been using on his factory CRF450R as a member of the GEICO Honda team.

Now, two full seasons later, with all of these changes, here are the results:

250cc West SX:

GEICO Honda = 5 wins, 2nd and 7th in points PC Kawasaki = 0 wins, 5th and 8th in points 250cc East SX:

GEICO Honda = 2 wins, 1st and 21st in points PC Kawasaki = 2 wins, 7th and 16th in points 250cc MX Nationals:

GEICO Honda = 14 moto wins, 1st, 5th, 7th and 13th in points

PC Kawasaki = 1 moto win, 4th, 12th, 14th, 15th and 16th in points

In addition, during the MX Nationals, a Holeshot Championship was offered in the 250cc class worth \$15,000 to the racer who had the most holeshots. The GEICO Honda team not only won but went 1-2-3 with Wil Hahn taking the win over Zach Osborne and Justin Bogle. Eli Tomac didn't get a holeshot all year on his way to the championship.

The balance of power has shifted in AMA 250cc racing. It's going to be interesting to see how Pro Circuit answers in 2014 with Blake Baggett, Adam Cianciarulo. Darryn Durham, Justin Hill and Martin Davalos.







Mickyaid!

THE MOTOCROSS COMMUNITY GET TOGETHER TO DO IT 'FOR THE MON' AKA MICKY REYNOLDS...

Words by Sam Hobson Photos by Jayne Wheatley

otocross is a very powerful sport and evokes the strongest of emotions and feelings in all of us - be it the huge adrenaline rush that washes over you after nailing a jump you never imagined you would try or the instant heartache on hearing a rider has been badly injured while racing. It's something we can all relate to in some way and equally something we all hope we will never have to deal with personally. The sad fact is that injury is an all too familiar part of the sport we know and love.

Back in July, IMBA and AMCA championship rider Michael Reynolds got caught out and went down hard during a race. After a hospital examination it was confirmed that Micky was paralysed from the chest down. This is something that all motocross racers fear but Micky being the northern lad that he is was in high spirits from the start no doubt helped by regular visits from his family and a large group of friends during his stay in hospital and then following his recent

move to a rehabilitation centre.

Soon after news of Micky's accident spread a handful of his close friends and family started planning a charity ride day. All money raised would be used for vital alterations that need to be made to Micky's home in order for him to live more comfortably in the future. The date was set and nobody could have predicted the overwhelming response that followed.

One by one people stepped forward with the most amazing donations and prizes for a raffle to be held on the day. Many of the people had never met Micky but couldn't help but be touched by the story they heard. Preston Docks MX allowed the use of their track and further to that donated every bit of entry money taken that day. Everything from a motocross bike, track passes, knee braces, gazebos, graphics, vehicle wraps, signed memorabilia and many, many more things were added to the list of prizes. Some of the fantastic donations (including a signed James Stewart race shirt from his Chevy Truck Kawasaki 125 days) were auctioned

individually in order to raise more money for the fund.

Following the accident I can't count the amount of people that commented on how amazing the motocross community can be when they pull together and support a cause such as this. It really showed the compassion that we all feel on hearing the news of a fellow rider getting injured. The day was unbelievable and I have never seen the paddock at Preston Docks so full.

Amazingly, Micky was able to be present at the event with the help of his nurse even though it was just one month after his accident. Micky arrived around midday and true to form had a huge smile on his face. He chatted with friends, family and some of the people who hadn't had the chance to meet him before. After the raffle had finished (the longest raffle ever due to the massive number of prizes) Micky took the mic and said a few words, thanking the people involved in organising the day and everyone who attended to make the day such a huge success. It was a very emotional time for everyone at the

AMCA UPDATE!

HEAT UP WITH TWO ROUNDS IN SUNNY SHROPSHIRE...

Photos by Mike Wood

ee Dunham and Jack Cox stamp their authority all over the AMCA MX1 and MX2 championships with a pair of overall wins apiece at the Condover and Long Lane rounds of the series.

Cox is simply unstoppable in MX2 and takes six moto wins out of six on his Cox Crane Hire Yamaha to extend his lead in the series over Richard Cannings to a whopping 75 points. Although Dunham wins both rounds he only actually wins a single moto on the Maxxis Kawasaki by LPE. A 1-4-2 scorecard at Condover gets the job done there while a 4-2-2 works in his favour at Long Lane near Telford. The other motos are won by Adam Cook, Brad O'Leary, Clinton Barrs and Luke Meredith who kinda goes back-to-back by winning race three at round four and race one at round five!

In the MX1 championship chase Dunham now sits on a 128 point lead ahead of the Barrs cousins - Clinton and Elliot - while Meredith's moved up to fourth courtesy of his wins. The next round of the series takes place at the totally unAMCAlike Canada Heights in Kent.

SERIESSTANDINGS

Lee Dunham 762 Clinton Barrs 634 3 Elliot Barrs 594 Jack Cox **Richard Cannings** 696 Ben Saunders 684



event and it was great to see such determined and focussed young man who is taking every positive possible from the situation he is faced with.

In a Facebook post following the event Micky wrote 'Just wanna say a massive thank you to everyone who's helped out, turned up and made today happen! It's been absolutely unbelievable for me to see how many people care and want to do things out of the goodness of their hearts it just shows how nice people are. Today's memories will stay with me for the rest of my life and it's down to everyone who came today... Thank you!'.

We will most certainly be hearing more from Micky in the near future, he has already inspired many of us with his strength facing this new challenge and I'm looking forward to seeing his progress in recovery. The power of motocross and the community spirit within the sport at times like this, is an amazing thing. Hopefully this event has demonstrated this power and we can continue to use it for such great causes in the future



GH TIMES!

he 2-Stroke British Championship so there's definitely everything to heads to Canada Heights for round five where it's business as usual for 125 Expert series leader Lewis Gregory who runs 1-1-2 on the day to take the overall win and extend his lead in the series by another 12 points over Jim Davies. The TM mounted rider ends up third at the Heights as Seb Osborne runs 2-2-1 to snatch second overall.

In the 125 Junior class Rob Holyoake takes three wins on the bounce just one week after failing to make the cut for the EMX125 series in Germany - we know someone who's moving up to the Expert class next year. Rob's chased home by Scooter Webster and series newcomer George Fountain on the day although it's Josh Coleman who's Holvoake's closest challenger in the championship chase.

The Open Expert class is dominated by Josh Waterman but following his huge get off at Matterley Basin it's unlikely he'll be fit for round six at Hawkstone which blows this class wide open with both Luke Dean and Robert Hamilton able to capitalise if Josh is indeed a no-show. Dean's currently 57 points behind Josh while Hammy is 70 in arrears of the championship leader

play for.

In the Open Junior class it's Fraser Curtis who bags the win ahead of George Fountain while Chris Povey is third. Jack Gregory continues to lead the way in the championship though and has a healthy 31 point buffer over Povey who must be kicking himself for missing round three and losing big points. This championship is gonna go right to the wire and it could well be a case of whose nerve lasts longest...

ESSTANDINGS

J EXPERI	
Lewis Gregory	317
Jim Davies	267
Lewis Houghton	212
25 JUNIOR	
Rob Holyoake	310
Josh Coleman	227
Scooter Webster	222
PEN EXPERT	
Josh Waterman	322
Luke Dean	265
Robert Hamilton	252
PEN JUNIOR	
Jack Gregory	288
Chris Povey	257
Jack Waterman	207
	Lewis Gregory Jim Davies Lewis Houghton 5 JUNIOR Rob Holyoake Josh Coleman Scooter Webster PEN EXPERT Josh Waterman Luke Dean Robert Hamilton PEN JUNIOR Jack Gregory Chris Povey





SHOW STOPPEI

REVVED UP FOR THIS YEAR'S DIRT BIKE SHOW.

ig news coming from the team behind the International Dirt Bike Show is that most of the major motocross, enduro and trials manufacturers have signed up to exhibit at this year's event at Stoneleigh Park in Warwickshire. The official UK importers of KTM, Yamaha, Honda, Kawasaki, TM and Suzuki will all be at the show as will trials bike traders GasGas, Beta, Sherco, Oset and Mecatecno. Top names from the accessories and parts sector such as Fox Head Europe, CI Sport, Apico International, Madison and Dunlop will also line up alongside tyre and lubricants distributors Michelin, Putoline and Rock Oil.

Continuing with the hall layout that proved to be so successful last year - Hall One will be the only area from which exhibitors can retail which creates a clearly defined selling area. It's here that you'll find the retail heavyweights such as Fro Systems, MD Racing, Race Spec, Bikers World and Dirt Bike Express.

There will be plenty on offer for the whole family in terms of free-of-charge activities with a variety of machine types for children to try out. The hugely-popular Extreme Mountain Bike Show will return to wow the crowd with a new stage show and Flat Track racing experts will demonstrate how to use body position, braking and throttle control to get low and slide into turns.

And, of course, we'll be there on stand A06 in hall two so be sure to pop by and say hello, buy a subscription or give The Bear a swift kick to the nuts.

If there's one thing better than kicking The Bear in the nuts it's kicking The Bear in the nuts at a discounted price and that's where Half Price Thursday could come in quite useful. Basically, pop by to the IDBS on opening day and you could save £6 on adult advance tickets. With children aged 10 and under admitted free of

charge that makes it possible for a family of four (two adults and two nippers under-10) to get a day out for just £12 - that's probably the best value off-road family day out of the year! Parking is free as is the souvenir Show Guide.

Tickets are on sale now through The Ticket Factory and can be obtained by calling **0844 338 8000** or by clicking on the box office link on www.dirtbikeshow.co.uk.

FOR GRABS...

hile admission to the largest off-road show in Europe is cheap as chips there's nothing like a freebie and so we've got five pairs of tickets to give away which can be used on any day of the show. To be in with a chance of winning, simply answer this question. How much would an advanced ticket cost for a family of four with two children (one's aged six and t'other is eight) if they were visiting the International Dirt Bike Show on Thursday October 31?

Is it: A: £12 B: £15 C: £18 D: Ground n' pound

If you think you know the answer then steer your internet device of choice towards dirtbikerider.com and then follow the links to the competitions page. Log in to dirtZone, answer the question, click some boxes and hit transmit before the closing date of October 4. After that we'll take all the correct answers, stuff 'em down the front of The Bear's underpants and then keep kicking him until five drop out. Good luck peoples!



Ithough the moto disciplines have changed quite a bit over the years the X Games has relied on the success and excitement they bring for 15 years now. In its last stop in LA after 11 years in the cultural capital X Games leaned on moto more than ever including Best Whip, Freestyle, Step-Up, Speed and Style, Moto X Adaptive, Moto X Racing, Women's Moto X Racing, Enduro X and Women's Enduro X. The nine moto events actually comprised half of the 18 total events at X in 2013. And although the Moto X Racing portion didn't feature all of the top talent that it could have pretty much every other event did - especially the FMX disciplines.

Moto X Best Whip has long been a

simple popularity contest. Since the start Jeremy 'Twitch' Stenberg has dominated mostly because he was the most recognizable name in the field and the winner has always been decided by fan voting. It doesn't help that the overwhelming majority of fans don't have enough of a moto background to recognize a good whip in the first place.

But Josh Hansen came into LA with a couple of Best Whip bronze medals and a plan - throw whips so big that the fans would have no choice but to vote for him. And it worked.

The whips Hansen threw at X Games LA quite literally caused the crowd inside Staples Center to collectively gasp. The first of the best of these whips was so upside-down and backward that much of the crowd seemed relieved when he came riding around the giant dirt mound in the middle of the arena floor because they didn't think he could've possibly landed it.

And in the end, Hansen's whips overcame the popularity contest that has always been X Games Best Whip. Hansen garnered an incredible 42 per cent of the fan votes although Stenberg still benefitted from the popularity contest with second place at 24 per cent of the vote beating out Vicki Golden's 21 per cent as she obviously benefitted from the female vote more than anybody else. Objectively the second-best whips on the night were done by Edgar Torronteras who somehow finished fifth out of six riders with just five per cent of the vote.

With the Moto X Freestyle event getting cancelled quite a bit in recent events prior to X Games LA for weather – the Red Bull X Fighters at Glen Helen (wind), X Games Barcelona (wind), and X Games Munich (rain) - the riders must have been relieved to have an event under a roof again inside Staples Center in LA.

Taka Higashino struggled with a wrist injury suffered after his X Games Brazil gold-medal performance and the cancelation of the Barcelona and Munich events gave him extra time to heal, and to attempt to continue his two-event X Games Freestyle win streak, dating back to X Games LA

X Games Moto X Freestyle's format is 'best of', meaning each rider has two



runs and the lower score of the two is thrown out. In the case of a tie the lower score is used as a tie-breaker.

After qualifying first, Higashino earned the opportunity to be the final rider to go in the 10-man field and when he took to the track, Levi Sherwood held the lead with an 87.33 over the 86.33 of Nate Adams. Higashino took to the track and immediately threw down his signature Rock Solid Flip and followed that with varied tricks that landed him a solid 90.0 score making him the clear leader.

If no one could top or equal his score in round two his final run would be a victory lap because a gold medal would be assured.

However, Adam Jones was motivated after a disappointing first-run

score of 82.66 with one dead sailor in the middle of it. Jones stretched out every trick in his second run to equal Higashino's 90.0 on the leader board.

This left Higashino needing to score better than 82.66 in his final run so there was no victory lap. Instead, Higashino went out and duplicated, jump for jump, his entire first run and his score lent credence to the judging methods at X Games as he landed another 90.0. Same run, same score.

Higashino knew he only needed an 83 to win but "it was the only run I had down so I just did it again!" Higashino has now won three X Games Moto X Freestyle Gold Medals in a row becoming only the second competitor ever to do so.

Outside of the racing disciplines the

only event in X Games' plethora of moto disciplines that's not left up to judges to decide is Step-Up. It was the first moto discipline added to X Games after Moto X Freestyle and it's still around today. And the king is still Ronnie Renner.

After a record-setting performance in Los Angeles in 2012 that saw Renner top a height of 47 feet the jump was re-worked a bit this year to make clearing the bar a bit more difficult. The landing was made steeper to make it safer for the riders coming straight down from such an incredible height.

This year, Renner had to defeat Step-Up stalwart Matt Buyten and newcomer Libor Podmol. Renner had his usual 'whip' style where he would carve a little sideways up the jump face in order to bring the bike over the bar in a flat manner which prevents clipping the bar with either wheel. Buyten was just aiming for the stars like usual and Podmol was actually seat-bouncing the jump. Of the three, Buyten was the first to falter, hitting the bar at 37.5 feet for the bronze medal.

Podmol managed to seat-bounce his way to 38.5 before knocking off the bar while Renner made that height on his first attempt to win the gold without a single fault.

Next year, as the X Games circles the globe again, the US stop will be in Austin, Texas and instead of August (because that's suicide in Texas) it will be held in mid-May.



THOR

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Price: £76.99 Supplier: apico.co.uk Contact: 01282 473190

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Price: see website Supplier: rynopowereu.com Contact: +46 (0)31 521515





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STUFF



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ODI have revamped their popular Lock On MX Grips to make them even better. The lock-on grip system allows you to change or replace grips in seconds without the need for any wire ties or glue. They also offer 100 per cent guaranteed slip-free performance under any conditions. To reiterate ODI Lock Ons are easy to fit, guaranteed not to slip, the throttle tube is included (they come with snap-on cams to match most bikes) and there's a choice of grip designs – half-waffle or rogue. Great!

Supplier: madison.co.uk Contact: 0870 034 7226



Not many brands release limited edition graphics kits on to the market let alone full factory team kits! Factory Effex have broken the mould though and released the exact kit that Reed ran at Red Bud. The kit comes complete with all the trimmings and even the number backgrounds that are cut behind the #22 to save weight – now that's factory!

EDITION GRAPHICS KIT

OAKLEY GOGGLES N' STUFF

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Price: £19.99



QUICKLOADER

retractable strap system that keeps the straps coiled inside when they're in use. New to the British market the strans are currently being tried and tested by the up n' coming SWS Racing team whose team boss Wayne Loughman reckons "these straps are fantastic and a great idea. No more twisted straps, very high quality and very simple to use". Sweet.

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Possibly the coolest looking footpegs we've ever seen these RFX Pro Series Factory Footrests are replicas of the HRC footrests found on Honda's race bikes around the world including the Martin Honda GP bikes and Muscle Milk machines in the USA. As well as looking the part they're super strong too and are three times stronger than a cast steel stock footrest. As well as having a special electroless titanium plating for increased durability, corrosion resistance and a full factory look these pegs also feature a minimalist inner brace design to help reduce mud build up. Simply stunning!

Price: £239 Supplier: racefx.com Contact: 0845 450 1448







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SPROCKETS

DRIVE CHAIN









oming into the British GP at Matterley Basin Jake Nicholls is feeling confident yet frustrated – the latter being the overriding emotion. His final season racing in the MX2 class hasn't gone exactly how he would've liked and after a shaky start in Qatar things got worse in Thailand where he brought back just five points for his efforts while fighting illness.

Things looked promising on his return to Europe and a long awaited podium at Valkenswaard showed he can at least challenge to be the best of the rest behind Jeffrey Herlings. We now know that he failed to stamp his authority on that spot and following a podium drought Jake's coming into the penultimate GP of the year more determined than ever to get back on the steps – it wouldn't do any harm in finding him a home in MX1 either as he comes into the weekend still looking for a ride in 2014.

The weekend starts positively with a strong ride in the qualification race. "That's been one of my best qualifying races ever and a good way to start the weekend," he says in a relaxed and confident mood later that evening. "Normally I'm really bad in both the free session and pre-qualifying practice but I was 10th and sixth in those and that's odd for me.

"I feel real good and have picked up on this track straight away which is nice – normally it can take me quite a while. There are a couple of new jumps this year that are pretty scary but you've got to be doing them at this level. Other than that I feel really comfortable and I've already had a lot of support around the track like I'm sure the rest of the British riders have."

Jake seems different somehow – although he's always clear and concise, honest and confident he now seems even more relaxed. Is there less pressure because it's his last year in MX2 and he's now enjoying it for what it is?

"I don't feel any less or more pressure than normal really. It's been the same all year. I've been on the back foot since round one and just trying to get good results at each round after that. I'm just looking forward to these last two races and going out of the class in style – or at least with the best results I possibly can.

"I still don't have a contract for 2014 and I'm not that close to one at the moment either so you could say that I'm riding for a deal for next year in these last few races but I'm not looking at it like that. I don't feel that I have to prove something to get a ride because I feel I've done that over the last couple of years. I just genuinely want to have a good last few races in this class and be where I feel I should be. I've been riding good all year but I just haven't had things go my way.

"The qualifying race was good because it showed that's where I should have and could have been for most of the year if it wasn't for bad luck, illness and various other things. I felt comfortable riding near the front. I wasn't out of shape out there and pushing beyond my limits. Don't get me wrong it's not easy but it feels like I belong there."

Jake certainly looks like he belongs at the front as he battles his way around the Matterley Basin circuit that's more technical than it's ever been before. Finally the UK has been delivered a half decent summer and the Basin has been baked and with the ground now being now fully settled the circuit is a much different animal this year.

"It is so much harder this year in both senses

- the ground itself and also to ride it mistake
free. It's riding faster this year and also more
technical. In previous years the track has been
loamier with long ruts and I think at world
championship level more riders can ride fast in
those conditions – you just lift your legs up
high and pin it!

"This year the ground is harder and with the water that has gone down you have to be smoother with the throttle and think about it more – you can't just pin it out there. I think the fact there has been so many races on the track this weekend has made it rougher and more technical. I certainly prefer it to be like that – I'm liking the track more this year. I decided not to do the big triple off the side of the start for the first three laps of the qualifier and that proved to be a smart move because Ferris and Butron both went off the track doing it!"

Obviously content, we leave Jake to do whatever it is he does on a Saturday night at a GP. What is that, Jake?

"I'll try and keep myself to myself like at any other GP really and focus on the job ahead. If I went off roaming around the place tonight it would be cool to catch up with a load of people I know but I can do that tomorrow after the race. This is my job and I'm at work so in that respect the British GP is no different to any other.

"Of course there's more people wishing me good luck and more people to talk to but there's a time and a place for that. Don't get me wrong I won't be lying around in my camper and doing nothing because if I do that I'll get restless and start thinking too much about the race. It's a balancing act between staying relaxed and focused.

"I purposefully got to the track later than I normally would and I think that's done me a favour — I didn't start thinking about the race or getting worked up over it. I've got about 25 of my mates here on a stag do somewhere and they're all dressed up in wedding dresses so they should be easy to spot. I would like to catch up with them later because that will take my mind off the race for a while and keep me relaxed."

Next morning's wet and gloomy practice session sees Jake post the 13th quickest time. "The track is even more technical now than yesterday. They watered it a lot before the rain came so it's made it more difficult, you're going to have to be smooth out there in the race because I reckon mistakes are going to happen," he says walking and talking his way back to the team truck to prepare for the 'MX Festival' parade lap — something that isn't in the schedule for any other GP.

Although he seems relaxed not everything is okay. "My wrists are hurting a little bit this morning from all those big jumps yesterday – I came up short on a couple and I'm feeling the effects of that. But it's fine, I don't notice it when I'm riding unless I come up short or hit big braking bumps. It's not anything that will slow me down and I feel good otherwise. I really don't mind riding in muddier conditions, I'm pretty open to it really. I don't get all stressed out or anything like that – it is what it is and you have to ride in all conditions and like always, just try your best."

Jake rides moto one exactly like he said he would – non stressed, relaxed and to the best of his ability. After working his way into second with some assertive riding in the opening laps he knuckles down in an attempt to catch Aussie Dean Ferris who's leading. He sets the quickest lap of the race in that pursuit but in the end realises it's a stretch too far and uses his head to settle for a solid second place finish behind Ferris but ahead of Glenn Coldenhoff, Dylan Ferrandis and Jose Butron.

Although he looks comfortable and in control out on the track that really isn't the case. "The track is really, really tricky. The first question I got asked by my girlfriend was 'how did you feel?' and the honest answer was 'terrible' because I made at least three big mistakes each lap. Jacky [Martens] said 'yeah but everyone was because the track was so difficult'.

"It's drying all the time now though and the sun is starting to come out. I feel good after that and right now I don't feel nervous going







CHAMP CHAT!

TWO TICKS WITH SEVEN-TIME WORLD CHAMP TONY CAIROLI...

DBR: Tony, championship aside how did the race go for you today?

TC: "Obviously it was good to get the win in the first race but I am a little bit disappointed about the second moto because my speed was great and I wasn't having to risk anything. After the win in the first race I think I was a little bit too hard on my bike and I was already feeling before the second race that something may go wrong with it. As the five second board went up I could feel that something was wrong. I took the holeshot but within half a lap I began to lose power. I managed to go from ninth to fourth in two laps so I was going well but after over jumping the big tabletop the problem got worse and it became impossible to continue."

DBR: How does this title compare to the others?
TC: "My team and KTM are always behind me and this season felt really great. It actually went easier than I thought because at the beginning of the season there were a lot of rumours around and also at the first race it was really close with everybody. I was always on the podium which I think is a strong point for me and some of the other riders made some mistakes allowing me to

take advantage. We've taken another title which is great and we already look forward to the next one."

DBR: So does this mean you can chill out at Lierop? TC: "You know I love the sand and it is my favourite ground so I will do my best for sure to win. We are going to make some parties now so I don't know if I will be fully fit but I will do my best to win there."

DBR: Are you looking forward to the MXdN? **TC:** "Yes I want to be focussed for that because this year we have a good team."

DBR: With the titles stacking up does it become harder to remain focussed and motivated?

TC: "Every year the championship feels different and every year I find a new motivation which is good. For sure the first title is the nicest and the one I remember the most but every one is special and since my mum passed away all of the titles go to her because she was always the one that pushed me to ride and she gives me the motivation to remain focussed and keep strong."









Conrad Mewse adds another 85cc title to the collection

AT HOME!

HOW OUR OTHER HOMEGROWN HEROES GOT ALONG...

Even when you look past Tommy and Jake's awesome efforts it's obvious we've got plenty to celebrate at Matterley as our home country heroes really do us proud.

Shaun Simpson nets his biggest points haul of the season so far in MX1 with an uber consistent 8-8 scorecard that puts him eighth overall at the end of the day. More importantly than that though is the fact that DP19's no score in moto two allows Woody to sneak within 11 points of him – and the top 10 – in the world championship standings. Also scoring points in MX1 are Scotsman Tony Craig, Scott Elderfield and Alex Snow.

The MX2 class sees no fewer than four Brits climb inside the top 10 at the end of the day as Mel Pocock scores a career best sixth overall at world level while Elliott Banks-Browne also hits an all-time high by running 10-10 for ninth on the day. Our current British MX2 champ edges out new Steve Dixon signing Max Anstie whose 10th overall is hard fought for to say the least. Graeme Irwin, Lewis Tombs and Nathan Watson also battle their way to world championship points.

MX3 provides some of the best racing of the weekend and is particularly sweet for Welsh carpenter Shane Carless who nails down a stunning second moto victory to claim third overall. Adam Chatfield finishes one place further back. The second MX3 moto proves

particularly controversial as 14 of the 23 starters get penalised for jumping under waved yellows. This proves fruitful for Meredith MX's entrant Simon Booth who only completes a single lap and scores ninth from the comfort of the pits!

Best ride ever for Mel Pocock – awesome!

Natalie Kane rides the race of her life to take the WMX overall ahead of Kiara Fontanesi and X Games silver medallist Meghan Rutledge. After finishing second behind the Italian series leader in moto one, Nat goes all out and nails the holey second time out before running away and hiding from the pack to take her first win at world championship level.

Natalie's HM Plant KTM UK team-mate Steven Clarke takes a steady second in the EMX250 final to split Swiss series leaders Jeremy Seewer who wins and third placed Valentin Guillod who holds on to the red plate with just one round left. Early in the race iFly Lanes Kawasaki's Lewis Trickett has the crowd going wild as he battles for the lead and he stays in contention until dropping it in a rutty left hander mid-race. Series regular Adam Sterry finishes a solid 13th while Ryan Houghton is the last of the British scorers in 16th position.

Micky Eccles and Liam Knight take care of business in the EMX125 final finishing fifth and 15th on their KTMs while Conrad Mewse adds a Euro title to his World one with a pair of wins in the EMX85 class despite feeling as sick as a dog. Taylor Hammal is the UK's only other qualifier in that class and runs a solid 9-6 to grab eighth overall. Meanwhile sole UK entrant Kacey Hird translates 8-8 finishes into sixth overall in the EMX65 division.

Albie WIlkie takes the win in the Honda EMX150 race that was also the championship decider in the Mitchell Lewis/Filippo Grigoletto scrap for the title and a place on the Gariboldi Honda squad in next year's EMX250 series. A clash between the two favourites ends up damaging Mitchell's front wheel which allows the Italian to claim the crown with a third place finish.

And finally to the only race of the weekend that has prize money involved – the Amateurs. Wait...what? Yep, the Amateurs were out to grab a grand once more which meant it had some ringers in it – should British championship points scorers really be riding in an amateur class? That wasn't the biggest controversy of the day though. That came after the race was red flagged when race leader Josh Waterman had a fugly crash over the finish line double due to a bike problem. To find a result they counted back a lap which meant that event though he was the cause of the stoppage Josh wound out the winner ahead of James Dodd and Jake Millward. Controversial? Just a little bit...



into the next moto. Hopefully I'll still feel like that when I roll on to the start later and I'll be able to put myself in a position to win – a good start will help for sure. The fans were great in that first moto and I'm sure they'll be even louder in the second one."

Jake's right about one thing although it isn't the good start! The British fans really get behind him and try and drag him to the front but after a terrible start it looks like the chance of a podium will be beyond reach as the race settles down. Christophe Charlier (who came within seconds of being lapped by Ferris and Nicholls in race one) leads the way at the front of the pack while Ferris is running third behind Butron. Jake fights hard to ninth and on to the back wheel of Coldenhoff but then on lap six absolutely everything changes...

Ferris grabs a handful of throttle on his Monster Energy Yamaha, flies off the back and is out of the race. That promotes Ferrandis to the spot of virtual GP winner until he too crashes and suddenly a podium — and possibly even an overall win — is back on for Nicholls. As the laps wind down virtually everyone at Matterley is straining their grey matter trying to work out the maths and on lap 16 of what turns out to be a 19 lap race Nicholls is actually in a position to take his first ever overall GP win — and what a place to do it!

But just one lap later comes a decisive moment that seals Jake's fate and decides who the overall winner will be. Coldenhoff passes Jordi Tixier for fourth and makes it stick – now Nicholls has to do the same if he's going to win. But try as he might he can't get close enough to mount a serious challenge but even so it's a stellar effort and one all British fans are proud of.

In typical Jake fashion he's upbeat about it all and when he comes down off the podium isn't looking at the negative that he just missed out on the overall win but more on the positive that he's

just accomplished his best ever world championship result in front of his home fans.

"I'm well pleased," he says with a beaming smile – one which almost borders on disbelief. "I did good yesterday and then that added pressure on myself as much as it did confidence so I'm pleased with how I handled that and obviously with the way I rode.

"It was an awesome feeling being stood up there on that podium, looking out over the track and seeing everyone cheering and clapping. It will stick in my memory that's for sure.

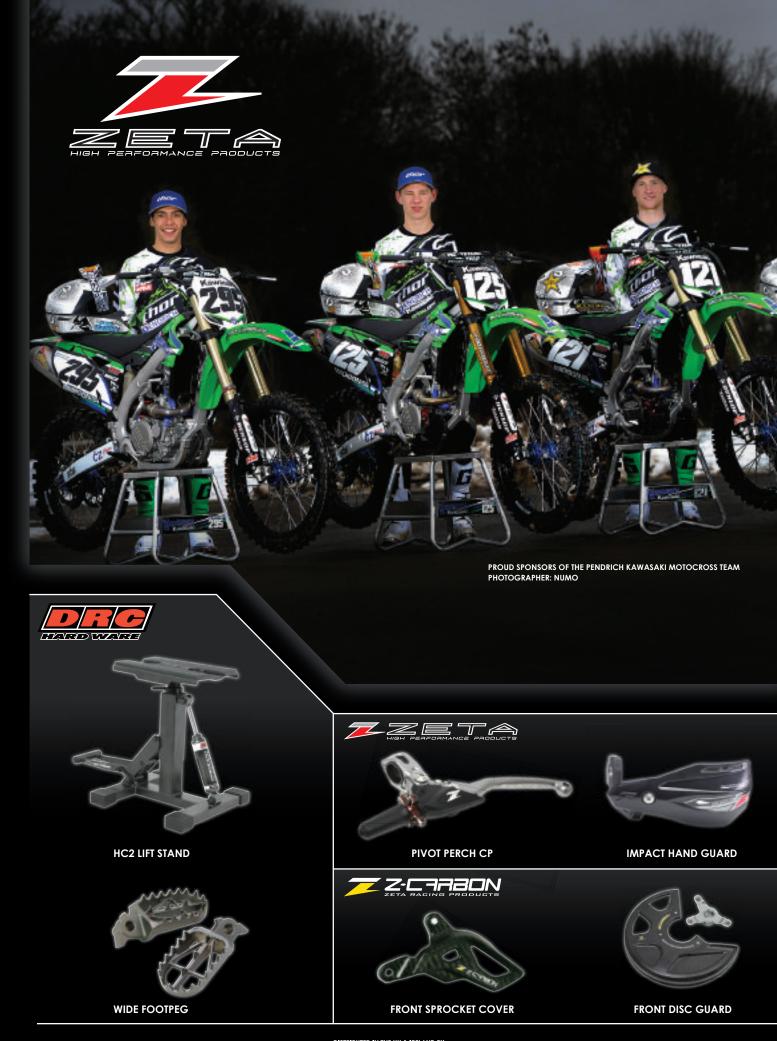
"It felt like I had a lot to live up to with Tommy winning last year and I nearly came close to making it another British winner. I tried my best, I gave it my all and came up a little short but it's my best ever result so I can't be too disappointed. I'm also happy for Glenn, he's a good guy and it was a nice feeling for us both to be up there.

"I knew going into that last lap that I had to pass Tixier and I tried everything I could and was taking risks but I just couldn't quite get it done. The track was difficult to pass on and at the back of my mind I was aware that I was also in the best overall position I had ever been so I didn't want to throw it away either.

"It was painfully close but I'm still over the moon with second place – I can't think of what might've been. I stood on the podium with my best ever result at my home GP and I'm happy with that. Everyone that has helped me get this far is here to see it too so that's a nice feeling also."

That feeling of happiness is reciprocated by many, especially Jake's parents who are understandably emotional and bursting with pride. "I'm very, very proud," says Jake's mum Julie. "Not just because he's my son but because he's worked hard and deserves to be up there. I'm glad it's over now though because that wasn't good for my heart – especially





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watching him over that big downhill triple!"

Jake's dad Guy seems a little more relaxed about it all. "I'm still shaking! He's lucky to have me as his father because he obviously gets his skills from me and sees how hard I train," he jokes. "Nah, I'm over the moon for him, especially for him to do it here in England. He was so close, just one point off the win and that would have been amazing but I'm still extremely proud of my boy. He's had a tough year and he deserves this moment in front of the British fans."

What is a stellar weekend for Nicholls is a nightmare for MX1 Brit fan favourite Tommy Searle when potentially it promised so much. In the past two months Tommy has started to show he definitely has the speed to start making the podium in his first season in the MX1 class. His starts have been improving and his confidence visibly growing as he stepped up to cross swords with regular podium finisher Clement Desalle in Finland. He then just missed out on the podium

in Germany but since then the momentum that Searle had going seems to have derailed. Everyone is hoping he'll get back on track at Matterley - but he doesn't.

He's confident coming into the event especially after his 1-1 performance in the MX2 class last year when he drove out of Matterley Basin on an obvious high. This year was very much the opposite end of the scale. The plan was to document Tommy's whole weekend but on reflection there's really no need when his words after the second moto say it all. We caught up with him back in the CLS Monster Energy Kawasaki rig where he sat dripping with sweat, his head hung and surrounded by his team, all of whom seemed to be looking around for an answer when there didn't appear

"I'm just really frustrated," he says in a tone that clearly emphasises it. "I know what I can do and it would've have been the place to do it like last year but it didn't happen. All I feel right now

is frustration and disappointment.

"In that second race I actually got a good start. I was fifth and then Philippaerts crashed and I couldn't avoid him and crashed as well. I was pretty much in last place and there's not a lot you can do from there - I tried my best but it just didn't happen.

"It didn't happen all weekend. In the qualifier I crashed and that made it difficult and then in the first moto I had a bad start. I'd catch up to riders but struggle to pass them and I don't know why. I was pushing hard but just couldn't seem to get a flow going around the track - it was difficult. I came from way down to sixth in the first moto and I couldn't even tell you where I finished in that one [for the record he finished seventh in the race and fifth overall]. I've just had a sh*t weekend."

While fifth overall in MX1 is hardly 'a sh*t weekend' it puts into perspective how much Tommy Searle wanted to perform well at his home GP. There's always next year...



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The biggest event on the 2013 world motocross calendar happened right here in the UK - forget about the MXdN, I'm talking about the biggest event physically. That's one of the things I like about being British we're a small, tiny island off the mainland of Europe and we have such a massive impact on the world - not just in motocross but everything. Getting all patriotic I'd like to say that the UK is an awesome place to live and for those who think otherwise, then perhaps its time to change your story and pay attention to the opportunities around us.

The MXGP Festival is a good example of UK awesomeness. Firstly, that the idea was born over here and secondly it's amazing we have a site with the infrastructure to pull it off. The enormity of this event is huge from the number of riders racing to the size of the jumps on the track. A lot of riders travelled a long way to get to this event and almost every rider paid for an entry so the issue that riders can't afford - or are not willing - to compete at the top level can disappear as quick as the rain did on Sunday afternoon.

The whole festival week is fantastic and it's great to see even the 65cc riders giving it big licks around this circuit, clearing jumps and using skills that just weren't invented when I was racing as a kid. The MX1 class may be short of riders at the moment the riders who are lining up each moto are so frigging fast and so ultra talented it's going to be hard to find anyone who could possibly fill their boots - even with the Under-23 rule that forces MX2 riders of a certain age to move up.

When I finished racing GPs the race tracks were just starting to become more manmade and Pamo Honda were the first and only team to use an articulated track as their race transport. So how is modern day motocross compared to 15 years ago? For me

I think the sport is brilliant at the moment and the GPs are a fantastic show as riders are in the limelight from the moment they enter the sighting lap over the sponsor's bridge right up to the winner crossing the line with flames blowing in the air.

The big Monster viewing rigs and all the pit lane garages with a TV monitor and timing screens in each booth and viewing areas above are great for teams and pitting crew. Behind the scenes you've got electrical power points in each of the four massive and packed paddocks, toilets, skips and showers that are hot and powerful. There are even plenty of power washing bays with a strong water supply and even outside lighting so you can wash your stuff in the evening.

The media office and Youthstream offices cover a large area and are made up of strong tents that look the part. Most of this was also at the GPs 15 years ago. only now technology has made things so much easier and having a team of people moving the circus from one event to the next provides the continuity that will keep the world motocross racing stage developing. Of course when I was racing we got travel expenses and prize money which was a bonus!

From a rider's point of view, the signing on and technical control is still similar to a decade and a half ago and I'm a big fan of the sighting lap before each race too ... especially as a VMX racer because our practice was at sleepy o'clock on Saturday morning and our race was at 17:45 with a lot racing and watering going on in between.

The whole pre-race ritual is great. Everything is done in order and you are even given a time board telling you how many minutes you have before your sighting lap and when its time to go to your gate. From there on it's all about racing around this crazy circuit.

I watched the MXDN here in 2006 and the jumps looked big, then I watched it on TV and the jumps looked even bigger with the commentator backing it up by saying how big they are so as you can image before the first practice I was feeling a little nervous about getting these bad boys dialled in.

As it turns out the jumps are mega and they all have lovely transitions between the run-ups and the take-off that just float you up in the air and the landings are all safe to case. I know this because I cased a few in my races - in fact. I made it hard work for myself because the more tired I became the more I got my timing wrong and took harder hits on the landings which made me feel even more tired!

The rest of the track was rough from all the racing and there were lots of lines to choose from which made overtaking easy. For me this was great as it made it easy to recover from mid-pack starts and then it sucked at the end of the race when I was tired and thinking about where I might get passed and blocking those lines!

It was fun to take on the new dragon-back pit lane section and triple step-down the best I could and then just watch in awe as the best in the world attacked the section with poise and obscene amounts of speed as they just cleared the whole lot. If you were there and saw the top guys jumping down the hill across the start you will have a lasting memory no doubt. If you were watching on TV the jump was even bigger

Fair play to all the guys racing MXGP at the moment - you are doing an awesome job. And to those of you who think it's poor that there isn't a full line up just watch the racing and appreciate the rider's skills...





oing it alone was always going to make 2013 a testing year for David Knight and his Knighter.net team. After countless seasons as a fully supported factory rider DK, not

for the first time, would become his own boss.

Living the 'privateer' lifestyle in a factory world is never an easy thing to do – especially in this day and age when economic times are hard. With budgets stretched thin, the worry of performing at the highest possible level is mixed with logistical and technical concerns.

Now, with his first full season out of a factory rig almost concluded how does David view his 2013 season? More importantly what does the future hold for the big Manxman?

"Racing bikes is a risky business and even more so when you go it alone. But it was a challenge I was up for and I think that for just a small three-man team we've held our own. Paul Ed, Greek and myself have a lot to be proud of – runner-up in the SuperEnduro World Championship, an X Games medal and some world-class results in the EWC leaves a lot to take away from this year.

"Obviously there is part of me that wishes it could have gone better and it probably would have if injuries didn't get in the way. But they are something you just can't plan for.

"If I were to pick a standout moment it would have to be the opening two rounds of the EWC in South America. I felt I was on top of my game going to round one in Chile. We'd literally just wrapped up the SuperEnduro World Championship and then hopped on a plane to South America. The rest of my classmates were already in Chile walking special tests when I was still racing indoors but we matched their pace immediately.

"I knew moving into the Enduro 2 class would be tough. But I don't think anyone expected it to be as incredibly competitive as what it has been. In South America we were streets ahead of everybody else. The top five E2 guys were top five in the outright classification. I finished fifth four times but it's no reflection of how close I actually came to winning. Most of the time there were only a few seconds separating everybody.

"On day two in Chile a dog ran out in front of me on one of the tests and I crashed trying to avoid it – that cost me a shot at the podium right there. Thinking about it now it's frustrating to have missed out on the podium but I showed in South America that when all the top riders are riding at their best I can still fight for the win.

"I'm not being big headed but I honestly believe that I'm a better rider than every single one of those guys that I'm racing against in the EWC. They can't do a Hard Enduro one weekend or race indoors the next and an EWC the weekend after that. I can. I feel like I'm the only guy left that has the best all round ability to do exactly that but I get penalised for it in the EWC. I still believe that if the EWC special tests were properly set out that there is one more title left in me. At the moment that's not the case. It's being dumbed down. I feel that in order to win in enduro you've got to race motocross – what's that about?

"I love enduro and the life that the EWC has given me but this year drilled home why I've stopped enjoying the racing. In some aspects the organisers have taken the sport forward a lot – it looks more professional – but I really feel a lot of the tracks have taken a step backwards and the actual racing has suffered. Regardless of the countries we've raced in, the majority of the special tests have been the same. They've been boring to ride. They develop into one single line and when there's only one line to choose from you can only ride at one speed – flat out.

"In the past enduro has never been about Romaniacs, Red Bull Sea to Sky, the Tenne that. Enduro riders are losing the art of having to Knockout, King of the Motos and even The

think about line choices. It should never be possible to ride a special test flat out from start to finish. There should be a multitude of lines and sections that require thought about where and how you should place your bike on the track. And as the day progresses these lines should constantly change. That is what enduro is all about — being fast in changing conditions and outsmarting your rivals."

"Enduro will never be a mainstream sport — it's not like F1 or MotoGP. By introducing SuperTests and shorter days to allow more time to sign autographs to find new audiences they've driven it away from the true enduro spectators. The average city slicker will never be interested in enduro — they won't hike up into a forest to watch a section. Pure enduro enthusiasts are like rally people. They are guys that are willing to stand all day in the rain to watch you ride past just once. They are the ones we need to look after and the ones we need to keep interested in our sport."

"It's sad to say but the GP of France will be my final race competing in the EWC on a full time basis. I'm disappointed that I won't do the full championship next year but it's time to move on before I get completely frustrated. There's no point being there if I'm not happy riding and for me having fun are what bikes are all about.

"In my EWC career I've achieved more than I ever set out to do. Three world titles and a perfect season — I've nothing left to prove. Next year my plan is to move into Hard Enduro on a full time basis and also contest the SuperEnduro world championship. They will become my main priority. Of course in the past I've won a lot in Hard Enduro but the sport has evolved so much since then. I've never done any races like the Red Bull Romaniacs or the Roof of Africa where GPS navigation systems are used so I have plenty to learn. But the terrain hasn't changed and that's something I know I'm good at riding on.

"Ever since I was a kid I would take my trials bike up the mountain and see what I could actually ride up. I've always messed about on bikes with my mates, riding in the dark, riding in places I hate just to see if we can do it. Training for Hard Enduro has always been fun and exciting, it's never felt like work and I think that's what appeals to me most.

"Since I've been away from the sport Hard Enduro has exploded in popularity. Guys like Graham Jarvis, Jonny Walker and Alfredo Gomez are showing that it can be a full time career. And Jarvis is three years older than me so there's longevity in it too.

"Can I beat him though? That's a hard one to answer but I've already done it twice this year in England. I know the situation was different but someone needs to step it up to him and I feel like I'm the guy that can do it.

"But it's not just about the winning that makes Hard Enduro attractive. It's old school – kind of the way enduro used to be. Spectators can get involved in the race – they can pull their heroes up a hill. When they get home they tell their mates about it and the word spreads about the event. It makes more people want to come and watch the next time. You only have to look at the online videos to see how popular it's become. Millions of people all around the world are watching races like Erzberg and the Red Bull Romaniacs on YouTube.

"Now there's plenty of those races happening around the world to make racing Hard Enduro possible on a full time basis. Organisers are offering good prize money to compete and they will go out of their way to get you there to race. Financially I can earn a living from them and enjoy my riding too. In the past my schedule hasn't allowed me to do races like the Red Bull Romaniacs, Red Bull Sea to Sky, the Tennessee Knockout King of the Motos and even The

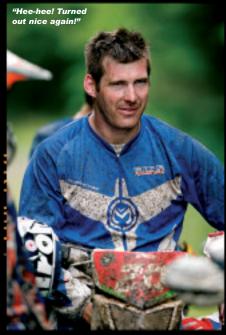
Tough One so I think 2014 is the time to go do them.

"Personally I still need to mix up my racing and that's why I want to race the 2014 SuperEnduro World Championship. It is possible to focus solely on endurocross and it's a thought that has crossed my mind but I don't want to go that route. I still love riding outdoors – getting muddy and rained on. For me the balance is to race SuperEnduro during the winter and then Hard Enduro in the summer. Flying over and back to race in the US would be too much.

"Even though EWC, Hard Enduro and Endurocross have become three specialised sports it's possible to focus on two of them. In the past it was possible to do all three but that's no longer the case. I feel that I can do two – Endurocross and Hard Enduro – to the best of my ability.

"I'm building a new endurocross track beside my house. Once I get that sorted I can work hard to be ready for the first round of the championship in November. Endurocross tracks are consistent so once I find a set up with the bike that I'm happy with it will be just a matter of banging out the motos to get ready. When I need to train for Hard Enduro I can just head up the mountain and torture myself for a couple of hours. I think that will make things a lot easier than trying to fit in special test training for enduro.









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World Trophy team at this year's wasn't possible. Financially I couldn't World Trophy team at this year's ISDE in Sardinia, Knight's selection was a natural one. With Knight at the helm of a solid team, Britain looked forward to fighting for a high finish in this year's event – the centenary edition of the ISDE. Unfortunately, Britain's hopes took a dive when Knight was recently forced to withdraw from the competition.

"Withdrawing from this year's ISDE was a tough decision to come to. It's an event that is close to my heart - I really love doing it. But

commit to the race in the way that I needed to and ought to in order to do it properly.

"The ACU were able to cover some of my costs but when I factored in the extras I felt I needed to do it right – at the highest competitive level possible the figures didn't add up. I wanted to bring my mechanic and have Paul Edmondson act as an outrider. I basically wanted my team with me. Those extra hotel costs, car rentals, spare bikes and wages just put the

race out of reach for me. I had hoped for some extra sponsors to come on board for the event but that hasn't happened. In the end I didn't want to go there half-hearted – it wasn't fair on anyone.

"If it was a race that I could win some money at then I could gamble on my costs and probably get that back in prize money. But even if I went there, rode the race of my life and won the thing - I would still be out of pocket. My race team budget is already spent for 2013. I had to draw a line under it somewhere and unfortunately the ISDE was it.



"Hopefully with Alain Blanchard now involved in the series he can push it forward but he needs to listen to the riders too. At the end of the day we're racing for a championship so it's not all about the show. The one thing I'd like to see them change about SuperEnduro is the reversed start for the second race. I think most riders will agree that it's sh*t. It's unfair to put the fastest riders on the second row of the grid and it's not safe either.

"Indoor tracks are narrow – they're hard to pass on. With the top guys forced to barge their way through the field it's an accident waiting to happen. The organisers think it makes for exciting racing but at the end of the day championships are on the line and race two could affect the outcome of that. I'd rather see a fair race and the spectators would like to watch the best rider win too. It shouldn't be a lottery.

"After the final round of the EWC in France I'll plough all my focus into the SuperEnduro World Championship. The first round of the season is at the Echo Arena in Liverpool. I want to go there in the best possible shape. The opportunity to race a home round of the world championship

doesn't come along too often so I want to make the best of it. I'm going to Liverpool to win and if I can do that my confidence will be sky high for the rest of the season. With the home support behind me I feel like I'm capable of doing exactly that.

"Last year I ended the series as runner-up to Taddy Blazusiak but managed to win some races along the way. We took a lot away from that season and I feel it will help us to start strongly in November. To fight for the title I need to be on the pace when the start gate drops in Liverpool.

"I'm looking forward to the future that lies ahead. It's a new chapter in my life but one with plenty of opportunities. We might be only a small team but I feel that we can still achieve a lot more. This year Honda have been fantastic and I've enjoyed riding their bikes. I'd like to stay with them in the future but at the moment we're still in talks.

To do both endurocross and hard enduro I'd ideally need a four-stroke and a two-stroke bike. I could ride the 250X in the extreme stuff but to compete at the highest level it's not ideal. It's also difficult for logistics. Trying to source that



bike in many different countries would take a lot of work. Hopefully in the next few weeks I'll know where I stand with machinery. Either way my motivation is high and at the end of the day I still love racing bikes - that's something that won't change anytime soon."

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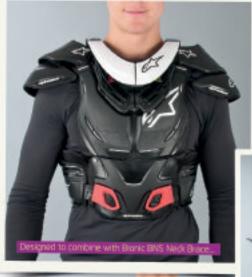
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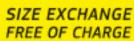


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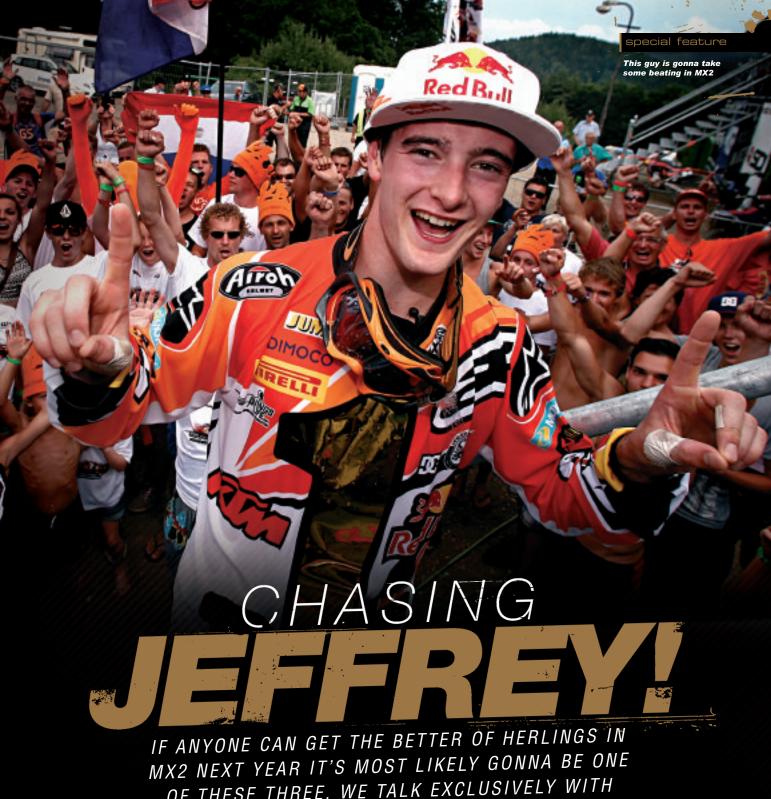












OF THESE THREE. WE TALK EXCLUSIVELY WITH JEFFREY'S CLOSEST CHALLENGERS - JORDI TIXIER, CHRISTOPHE CHARLIER AND JOSE BUTRON...

Words by Adam Wheeler Photos by Ray Archer and Sutty

he MX2 class has been held underwater by Red Bull KTM's Jeffrey Herlings in 2013. But the Dutch World Champion may have let his rivals up for breath at the Belgian Grand Prix where a slow speed crash in

qualification led to a broken shoulder blade but his dominance for 14 events in a row - a new FIM record - was indicative of his superiority.

With Herlings clamped into a second title defence in 2014 the outlook is again pretty gloomy for the class, even if the teenager's fall at Bastogne

proves that luck can only be stretched so far across six months, four continents and 17 or 18 Grands Prix. Nevertheless #84 will have to consider several opponents for his third title in a row come next season and we decided to highlight some of his more likely challengers...



AND 2013 MX2 RUNNER-UP. FRENCH 20 YEAR-OLD AND STEFAN EVERTS PUPIL..

DBR: You've gone from being a promising rider firmly in DBR: So the training aspect was the biggest change the KTM system to a championship runner-up. You've made a significant step in 2013 so how was it possible? JT: "I made some good changes compared to 2012.
The first was that I started working with Willy Linden Stefan's old trainer – and I spent pretty much all my time in Belgium. We did some good cycling and running and I felt physically stronger than ever. I did not know I could go to the extent that I did for this year!

"Also on the bike. With Jeffrey we went to Spain during pre-season and rode there for one month. I had the best practice partner you could have and nobody else had that advantage. I was watching him a lot to see what he did and then was able to set myself against his lap-times and get close sometimes. I think both of these things helped me get faster. I now need to step up again to win!"

DBR: You have the same bike, the same team but then you have to deal with him being there next to you at each GP and winning all the time...

JT: "Yeah but it is nice to be his team-mate and I don't view it in a negative way at all. We have a good relationship, which helps, and we both have the best bike. I feel that I am a lucky man to be in a team like this. For sure it is not easy to see him winning every weekend but he is faster than everybody out there. I need to work more to beat him. I have been closer this year but not enough to win a Grand Prix against him.

you had to make?

JT: "When I started with Willy, Stefan warned me it would be tough and he was right. You have to push yourself 200 per cent with him sometimes. I really didn't know what I was capable of before I met him. Sometimes I was really tired but he said that was normal because my body hadn't gone to this extreme before. It was a period of work from November to the first GP and working through steps, so we started off easy and built up to going into the red! Now I am stronger mentally and physically."

DBR: Any stories?

JT: "Well, there's this hill in Belgium. Stefan told me about it and said he ran up it many times. When I first did it he warned me I would struggle and when I came back down I was so tired! The exercise was to sprint up 10 times, full gas and then come down jogging. It is almost one kilometre. I was totally finished that day."

DBR: What about on the bike? Are you a good tester and do you have to develop much as part of a factory team? You jumped straight up from the 125... JT: "I know the bike pretty well and we did some positive tests in the winter. We're still working through the season and KTM always want and push to have the best bike. We work a lot on the suspension because I

want to be confident on the bike and want to know what

it will do. So the result is that the base setting is decent

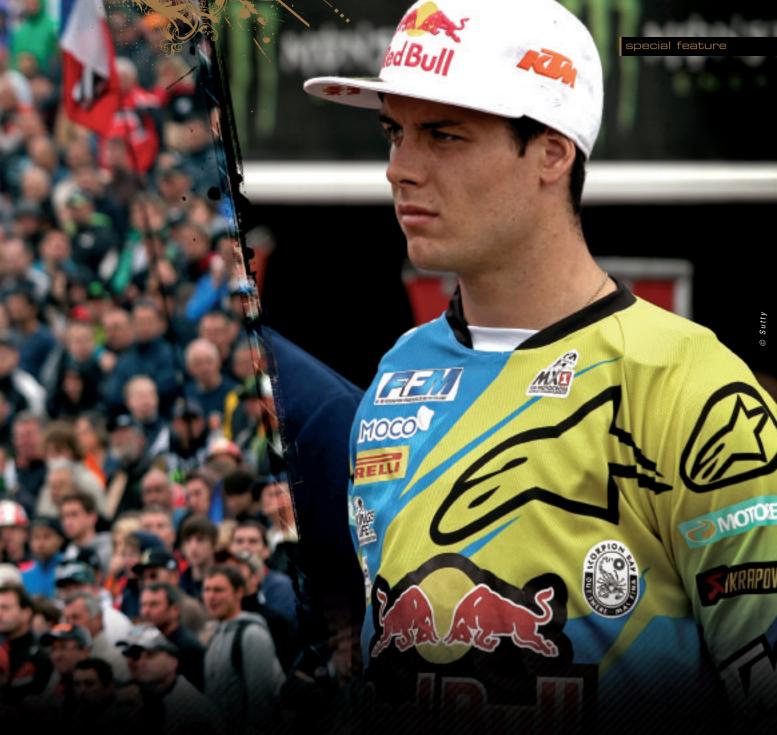
and I don't change much. KTM work hard on the engine and it is difficult to find any fault with the bike at all.

DBR: Is there a big motocross background in your family? I can remember quite vividly how emotional your Dad was in Latvia last year with your first podium...

JT: "Yes, my Dad raced before and got up to a decent level by making some international meetings. I was a few years old when I had a small bike. My first race was when I was six and in the second moto l remember crying like hell – I was so scared! I didn't really like to race until around 2003 and I got my first title on the 65 and since then I have just been working my way through.

DBR: There is now a clear career ladder in place for youngsters with the European Championship and being at Grands Prix. You came through that, do you think it is a good system?

JT: "Yeah, it is a good route. To ride on the same track as the GP guys is beneficial because it gets rough and bumpy and you also get to watch them up close and learn a lot. My family didn't have the money to take me around doing the European 65 and 85 series. I got the French 65 title and then took podiums in the European rounds I could do in the 85s. Afterwards I had a dip because I went to Kawasaki and it was not the best 125 around. In the end I had a good opportunity with a sponsor to go to Jacky Martens' team with KTM and



had a great year and won almost everything on the 125 – I got the European, World and French titles. MX2 Grand Prix was then a big step-up but I learnt all the time and now I'm second in the championship. You can make it to this level in different ways but it is not easy however you do it."

DBR: Do you get good feedback from people like Stefan and Pit [Beirer, KTM Motorsports Manager]? Do they set you goals?

JT: "There is always the need to keep improving in this team and I have done that. Last year I was fifth, this year second and next year the goal is to beat Jeffrey – maybe not in the championship but at least in some GPs. I then want to be world champion in 2015."

DBR: Are you aware of the position and heritage being part of this team and some of the riders and talent that have passed through it?

JT: "Sure! Many good riders have been on a KTM, in fact some of the best. I don't know how to really explain it well... sometimes it is like being in a dream."

DBR: What about being French? In some ways it helps because it is such a strong nation for the sport but in other ways there are many French riders vying for attention and sponsorship...

JT: "We have many good riders and it means that it is not easy to get in something like the Nations team but I want to be the best French rider in the world – that

would mean a pretty good mark of quality! There are some really good guys though – like Paulin and Frossard. Anyway, I'm working towards that. I'm not so bad at the moment but I could do with a few more seconds. I think we have many good riders because supercross helps. From a young age we can get in the 85cc SX championship and it helps development."

DBR: Where are you from in France?

JT: "Just 50km south of Paris. I live in Belgium during the winter to work with Stefan and Willy and the bike is there also but for the rest I am back home to see my girlfriend and I also train and ride there in France. I would say I'm in Belgium at least a week of every month."

DBR: This season you started in Qatar and Thailand by hitting the floor quite a lot. Was it a big dent to the confidence at the time?

JT: "Yes, I was thinking 'I have to sort this out otherwise I'm going to lose my ride, KTM will look at other guys...'. I don't know if it would have been true but those things were going through my head. I knew I had to be better than 2012 and it had been going well in pre-season – sometimes I was even faster than Jeffrey. I knew I could make some good results and I put too much pressure on myself. I was riding terribly.

"After Qatar and Thailand I was not happy at all. We went to Valkenswaard for round three and I spoke a lot with my father and also Stefan and Pit and they said to me 'ride how you can and don't worry about the result, we will see what happens'. I took that onboard and that's what I did. I made two holeshots and I was leading and finished second overall for the GP. After that I knew I could be the second best rider in this championship."

DBR: Was it tricky to make that mental switch?
JT: "Yeah, it was difficult but in KTM it is pretty good because you don't feel pressure from the guys around you. At Valkenswaard I was able to listen carefully to what they said and it worked."

DBR: What can you do beat Herlings?

JT: "It is not in the starts because I can already do this well. I think the difference is in the corners. He is so fast, like hell. On the jumps everybody is the same. We all know how to scrub and to make time but he is just so aggressive on the bike in the turns and faster than everybody."

DBR: What about your debut appearance at the Nations in a couple of weeks?

JT: "I have thought a lot about it. When I learned I had been selected I was so excited. I was close to making it last year and I've made it this season! I have worked hard for this and I think we have a strong team but I'm not sure how it will work out – to ride the 450 and to be on the track with Dungey and Tomac... it is a dream and I cannot wait."





real Christophe Charlier since you have come into Grand Prix but that has changed a little bit this year CC: "Yes, like some other riders I started training in the winter with Willy Linden and worked hard but also on the mental side of racing. I didn't go too crazy on the bike because I wasn't keen to take unnecessary risks which was maybe a little bit of a problem before. I found the fastest point I could go and then stuck with that as much as possible."

DBR: Was the physical work difficult for you? In your first GP season that was a criticism others had of you a reluctance to knuckle down..

CC: "In 2010 I wasn't good and in 2011 also. It took me a while to learn and in 2012 when I had Michele's [Rinaldi] support I knew that I really must push. Willy is happy with what we have done this season and the team also and I have found the path for what I need to do."

DBR: In 2009 you dominated the European Championship but struggled coming to the FIM World Championship. Why was that?

CC: "I didn't have a good feeling with my old team and had a difficult stage. I wasn't motivated and didn't push or work on the bike. That is why when I came onto the team with Michele I felt like I was able to turn things around. I had a lot of injuries in my first GP season and that didn't help, my thumb and hand especially and when I came back there always seemed to be a new physical problem. I lost a whole year because of this. In 2011 I had the issue with the team and lost my way. Where I am now I have a great relationship with the mechanics and I feel at home.

DBR: You and your fiancée Aurelie seem very close. You go everywhere together. She seems an important part of your racing...

CC: "We've been together for three years now and she helps me so much. We met on Facebook! She was a Charlier fan! She's from the same part of Corsica as

apartment and we work well as a team. She pushes me out of the door in the mornings!"

DBR: It's unusual for a rider from Corsica to get to this level. Was it a hard journey?

CC: "It feels like I had to work through many levels. I started in the south of France and won a regional championship and then my father pushed me into other series. I bounced around through Juniors and European championships and did pretty well. I worked with the Vuillemin family for two years and basically lived in a camper and learnt that lifestyle of being on the road."

DBR: How was that?

CC: "Good because David's father Didier is like a sergeant in the army! Every day I was cycling, riding and working. He changed motocross and supercross and other activities and I never got bored."

DBR: So why stop?

CC: "I had a good option to do well in the European Championship and he started in the world championship. I wanted to win a title before I could think about GPs."

DBR: You have good technique on the bike so was – or is – supercross a serious option?

CC: "Yes, I have been told that and for me personally it is difficult to ignore supercross because I really like riding it but it doesn't help too much through the motocross season. I would like to do more though and this is something I will think about in the near future. I'd like to go to Bercy and The Monster Cup also, if I get an invitation I will go. I'm happy racing Grands Prix. If there was an option to race in the U.S. then I really think it is something I'd do only for a year or two.

DBR: Your English has improved a lot. When you first came to GP you were painfully shy...
CC: "Yes. In my first year I thought I'd do much better

than I did, so it was a wake-up call. I also found the

the people was not easy. It took me a while to adapt.

DBR: You really seemed to come out of your shell when you were given the chance by Rinaldi and drafted into the factory team in '12. That's when the first podium came..

CC: "Yes...on the bike it felt like anything was possible and inside the team there is a real sense that everybody is behind you. Maybe people were surprised that I had the factory bike that Paulin had but Michele had already talked to me in 2009 and said that he liked the way I rode a bike. He followed me from that point and I was really grateful for the chance in 2012. When I signed the contract I thought 'this really is such a good chance, I cannot waste it' so I pushed a lot and gave the best I could. It helped me turn a page."

DBR: How can you beat Herlings?

CC: "Hmm, maybe on hardpack it is easier to get close to him...on the sand it is a different job!

DBR: You are supposed to be a good 450 rider but you will stay another year in MX2..

CC: "I've ridden the new 2014 YZ250F and I'm excited. I can ride a 450 well but I want to continue in MX2 next year because I know it is possible to win and make a good championship. I can wait for MX1! The new 250 is impressive, in truth it is like night and day with the old bike. The chassis feels really nice and I made the same lap-times on a stock version of the 2014 as I did on my current factory motorcycle! I feel that it will be easier to find more power and this will help us for the starts."

DBR: Factory ride, good results and now a Motocross des Nations debut ahead. You must be happy with life... CC: "Very much. Overall I have learnt and seen that the work in the winter really can pay off. I have great support in Corsica with a good sponsor and when I race the GPs I get a photos and coverage in the newspapers back home. Yamaha is a great team and I'm set for next season, so overall things are going up."



DBR: Six podiums, the first rider to beat Herlings in Brazil and defending a top three championship slot. How did that happen?

JB: "I don't know, honestly! I didn't change anything when it came to my training on or off the bike. I did the same as the past with my pre-season in Spain on the same tracks and following John van den Berk. I think getting more experience has something to do with it, and more confidence. For sure my bike is better than last year and I get support from KTM with WP52 suspension and with a kit. My bike is good and I cannot complain. I kept the same mechanic and I feel that I am strong and feel good in my head. Everybody asks me a similar question but I don't have a good answer!

R: Top Spanish rider, top non-factory KTM rider, sole Wild Wolf rider, more press attention - there are little pockets of pressure for you all over the place. Has this been difficult to manage?

JB: "The press attention motivates me... I have nothing to lose. Last year I was eighth and this year I am third at the moment. I've scored a few podiums and I like what that is doing for my profile. What can I say? In Spain for sure I am the number one rider and I'm also leading the Spanish championship and I use that series to train for the GPs. My team is very relaxed and I don't have anybody around me that applies any pressure – not my family, manager or friends. My head is calm and I am happier than ever.

DBR: Spain doesn't have a good reputation in GPs. It was only a few years ago that Vico and then Barragan took the first wins for the country. Do you think that view

is fair?

JB: "We had Vico in the past and then Barragan...maybe Spain isn't the best country for motocross but when I look at those guys I see that they were fighters on the track. And that's what I want to do also. I don't know if the mentality is different because we are from the south of Europe. Maybe we don't like to train so hard like Herlings or riders from the north but when I see Cairoli he also comes from a Mediterranean background and he's a seven time world champion. I like to push and go for what I want. I'm not the kind of rider who had support from the beginning of my career. My background and beginnings were hard. I had no sponsors and my family did not have any money.

Everything that I have now is because I fought for it and I will continue to fight until the end of my career."

DBR: Vico and Barragan had to move to Holland and Belgium for their careers. Is it possible for a Spanish rider to stay in his country and be successful or do you need to move to that region of Europe?

JB: "The weather in Spain during the winter and pre-season is the best in Europe. I come from the south Barcelona is 1000km away – and I have lots of tracks near me. In the summer it is nearly 40 degrees and much too hot. In that time I move to Holland for three months. I can find good sand tracks there and Barragan won a GP in the sand. I know I am not a specialist on this ground but I learned a lot in sand and I want to continue to improve and be like I am on the hard-pack. Sand is good for the technique and also strength.

DBR:At the start of the season in Qatar did you know

already that it would be a fight for second place? JB: "Yeah, Jeffrey was the pace setter. He was the strongest, the fastest, and the smartest on the bike as well as the youngest. For sure this guy is my hero! I always try to learn from him but it is not easy because he is the complete sand master and that is something very different for Spanish riders. The first time I got into the sand I was fifteen years old whereas he started at seven. That is a gap of seven or eight years and I can't learn or make that up as fast as I would like! We knew he would be the one to beat but I did not expect him to be 30 or 40 seconds in front. Next year I want to be closer but we will see. I don't think much about the guy in front but rather how I can improve what I am doing and where it will put me.

DBR: But if you analyse Herlings...how can you beat him?

JB: "Like I did in Brazil! I know I am a good starter and took some holeshots and if I can make a high rhythm then I can beat him, like in Beto Carrero. Next year the motos will be five minutes shorter and I think it will be better for me. If he crashes at the start like he has done a few times this season or makes some mistakes maybe I can beat him more. He is so fast in the corners and never seems to get tired. 18 races is also a lot and, like in Belgium, you never know. My goal is to be there to take advantage.

DBR: People don't remember that you were leading the European Championship and were beating some quality riders until injury. You then jumped straight into Grand Prix. Did you do it too early?



JB: "In 2005 I was second in the Junior World Championship, 85cc. I was leading and crashed on the last lap and Steven Clarke won. Valentin Teillet was third. I moved to Gariboldi Yamaha and was leading the European Championship until Portugal where I dislocated my right shoulder and needed an operation. I then had some problems. The doctor said wait three months for recovery and I only waited for two because it was my first injury and that was a big mistake. I needed another operation and lost confidence.

"I moved to Suzuki for GPs and to substitute for Jeremy Tarroux. I was told I had to move to Holland full-time but it didn't work. I went crazy there. I was homesick and it felt like it rained every day! I have a Spanish character and need to be at home and be around my family. I need to feel good to be motivated. I also had some money problems but reached a point where I knew I had to fight hard and train hard and as soon as I started riding a KTM I improved and now we are here in the top three. I am with Silver Action team now and I feel that the Italian/Spanish approach is a bit similar and I'm comfortable here, like it is my family.

DBR: Is there a secret to the Butron starts? JB: "Honestly no. It is something that you can do or you cannot. I had some holeshots last year on the Diga KTM also. A good bike helps but if you look I just do the same as everybody. There is no trick."

DBR: What you do you think of motocross in Spain? It seems the country has champions or winners in every motorcycle sport except MX. Does the federation support it? What's going on?

JB: "With the federation we are in crisis right now with money problems and for sure they do not help like they used to in the past. There used to be a Spanish team run by Harry Everts for around five to six years in GPs. Barragan, Campano, Ivan Cervantes came from there and also other young talent but the presidency changed in the federation and the team disappeared.

"It is not easy for us because Spain is in the southern tip of Europe and to get to the Belgian GP is a trip of 2000km. For a Spanish team it means a lot of expensive travel. It is easier and cheaper to make a team if you are in Germany, France or Belgium. I think the federation could do more to help.

"I think the most important thing is television. When Vico was in GPs he was also on the TV and he got sponsors like Telefonica and Repsol – big companies. Now we have Motors TV but it is satellite. For sure Spain is an important country for motorcycles and many people like motorsport but something is not going good for motocross. I don't like to complain about the federation and I don't know how to fix it but I cannot help but think they can do more for the young guys. I know that Spanish riders do not have a good reputation in motocross and I try not to think about it. I just focus on what I am doing every day."

DBR: It seems that there is a whole other job for you apart from the racing and the training. You need to be out there doing the PR because you have a real chance to grow motocross in your country. Do you want or are you interested in doing this? It seemed like Barragan didn't want to..

JB: "I like to do autographs and show some charisma

but I don't want to be a rock star either. Maybe people 7 know me in my town but 100km up the road people say Jose Butron? Who is that?' If I am on TV and I can see the positive effect then for sure I would do interviews wherever and whenever.

DBR: You are not the biggest guy and you only have one more year in MX2 before turning 23 and needing to move...what do you think about that?

JB: "I think it will be changed for 2015! At the moment nine riders have to leave MX2 at the end of 2014. With Luongo [Giuseppe, Youthstream president] you never know. Rules can change every day. I was born on the 27th of January so for 27 days I am lucky that I can have another year in MX2. I am not so scared to go into MX1 because I have done the last two years in the Spanish championship with the 350. There are riders like De Dycker in MX1 but then Cairoli is probably five kilos lighter than me. If he can fight then why can't !?"

DBR: 2013 has been a good season but with more experience and seeing that Herlings is vulnerable you must be excited already for next year...

JB: "I know riders who have lost motivation by learning that Herlings will stay in MX2 but for me that's not the case. This year he has been three seconds faster than me, maybe next year I can go two seconds faster with the factory bike. With just one second of difference I can put some pressure. It seems like people have let him go past but I really don't want to do that. He is a good friend but he is not the total king. Everyone gives too much respect and doesn't give anything back. On the track I don't have any friends.

BIT OF AN ALSO-RAN FOR THE LAST FEW YEARS YAMAHA HAS GONE ALL-OUT ON ITS 2014 MX2 MISSILE AND THE NEW YZ25OF IS NOW A FULL-ON THOROUGHBRED...



fter spending four years developing and refining the revolutionary YZ450F with its reverse engine layout Yamaha has followed suit with a brand-new YZ250F 'nipper-ripper' for 2014 that also has the engine fitted in the wrong way around. Could this machine be the bike to rock the MX2 class in 2014?

Going on looks alone it's made a great start. With sharp, straight lines and its performance and ergonomics maxed out the big question is will a reverse 250F motor perform better than its predecessor? Well, that's probably not all that hard to do...

The test track chosen for this test is mostly hardpack with loose dirt on top in places and plenty of fast straights, short hills,

tight and open corners and a variety of jumps. It's a great circuit to find out what this new bit of kit has to offer - and it is a very new bit of kit!

In developing the reverse engine layout the first thing to go from the dinosaur machine was the carburettor. The new bike gets rid of the old and it's in with a new Keihin 44mm throttle body that has a 10-hole injector which gives a better fuel supply to the motor and increases the top-end performance.

This bike's ECU pick ups information from the intake air pressure, air temperature, throttle position, crank RPM and coolant temperature, just like its big brother, and you can adjust the fuel injection and ignition timing to get the best power output for you with the Yamaha power tuner. The standard

setting has already increased the engine performance and throttle response. The ECU has been relocated, along with just about every other moveable component, to a more central position on the bike, as the importance of mass-centralisation is realised!

Inside the motor there are new 31mm intake valves, a new two-ring piston up and a different crankshaft design. This is carburized (heat treated) to provide less friction and the crank pin is reduced by two mm, to improve durability and engine performance. There are now two 25mm exhaust values rather than three and by dropping the third exhaust valve there is a weight reduction and fewer parts to go wrong which is always a good thing! Continuing with weight reduction, this motor finally has a wet sump so there is no more oil tank and a 25 per cent less oil which again



Ed reckons the all-new YZ250F is way better than ever before





YZ**250F**

CAPACITY: 250CC

BORE AND STROKE: 77.0 X 53.6MM

TRANSMISSION: FIVE-SPEED

FUEL TANK CAPACITY: 7.5 LITRES FRONT SUSPENSION: 48MM KYB FORK (310MM TRAVEL)

REAR SUSPENSION: KYB SHOCK (315M TRAVEL)

FRONT BRAKE: 250MM DISC REAR BRAKE: 224MM DISC SEAT HEIGHT: 965MM

WHEELBASE: 1475MM

GROUND CLEARANCE: 330MM RACING WEIGHT: 105KG

saves weight and also keeps a little more in your pocket - as you use less oil!

I prefer the exhaust layout on the 2013 bike (over the 2012 450F) because the hot pipe is now kept well away from the rear shock and it is still going to be really hard to damage the header pipe! This layout improves the mass-centralisation and offers the opportunity of variable diameters as the pipe is made up of three parts. Also, because of the header-pipe's extra length the aluminium silencer is closer to the centre of the bike and is almost reminiscent of a two-stroke back-box!

Of course when you produce a motor which knocks out more power then the transferred load is greater. This means that the gearbox and clutch have had an upgrade too. Along with the new design cogs, the gear shaft diameter has increased by two mm with a new shift lever fitted

to it and the final drive is now one tooth smaller on the back to suit the new engine characteristics.

The clutch needed to be stronger so the new design includes increased spring rate and pressure plate rigidity. Just like its big bro, Yamaha have been showing off about the Teflon-coated clutch cable – it's a lot to shout about for a consumable part! Regardless of that, if it makes it easier to pull the clutch in then I'm a fan.

So, as well as spinning the engine around 180 degrees, there have been some major mods to this new generation 250F. One great thing about this bike is that no 250F rider will have to endure the huge tank/airbox/rad shroud abuse that Yamaha 450F riders have been subjected to over the last couple of years. This little beauty has the same ergonomic upgrades as the new

450 and that means you get an easy-to-change, conventional style air filter, slimmer rad shrouds and no protruding gas cap to bang your dangleberries on!

In fact, the whole tank/air-filter has been jigged around quite a lot to make maintenance easier, reduce weight, improve mass-centralisation and increase engine performance. The air ducts are now one piece and blow-moulded to reduce the amount of roost getting the filter dirty. Plus, with the new slimmer design you only have to remove a few bolts to replace the foam filter.

To achieve the slimmer design of the radiators, a row of coolant core has been removed, which gives a massive reduction of 8.8mm on each side. With this slimming down, the engineers have been able to increase the fuel tank size from 6.4l to 7.5l - a massive 20 per cent - and they have still had chance to



move the tank lower down into the frame which improves...yes, you've guessed it... mass-centralisation!

It is also possible to flip the tank around 180 degrees and rest it on the sub-frame with the fuel pipe still connected giving easy access to the ECU, fuel pump, ignition coil and cylinder.

The target for the new chassis is to reduce weight, centralise mass, improve rigidity and manoeuvrability as well as straight-line and bump stability. The rigidity has come from a mix of forged, cast and extruded aluminium parts, of variable thicknesses, and engine-mounted brackets which are steel for the cylinder head and aluminium at the lower front of the motor.

Eric Eggens - the former GP front-runner explained that he has tested many different frames and engine brackets to find the optimum combination of rigidity and stability. "There are so many different configurations. Some work for us and then not for the test riders in America

and vice versa. It has taken a lot of riding to get these new settings!"

The sub-frame has been altered significantly and done in a way that allows the silencer to sit snug and close to the motor. It might look a bit funky, especially with the new side panels, but the practicality certainly outweighs this.

As we went through the presentation on all the new features of the bike, I was a little disappointed to find out that this machine, fitted with so much up-to-date technology, has been fitted with normal 48mm forks, with springs in. The advantage of air forks is nearly 1KG reduction in weight but with SSFs it's half that. On an all-new 250F this weight reduction would have been great. I guess they now have something to update for next year!

One thing Yamaha have done though - to improve rigidity - is increase the front axle from 20mm to 22mm and the newly designed, rubber-mounted handle bar clamps have

increased rigidity too. The rear shock has a harder rear spring and I love the fact that someone has given some thought to the end user who adjusts the settings on the bike as the clicker screw is set at 45 degrees back from the usual position so that it is easier to get your screwdriver in.

Attention to detail is what I like about this and it was carried through to the track where the preload on the shock was set up for the specific bikes that we were riding. That meant my bike was set to the 'big bloke' setting and one of the first things I noticed, as I threw my leg over the bike for the first time, was the seat height and shape. The seat felt high, flat and square edged which was comfortable and you can get so far up the front that it is no longer an issue of where you can sit because you could easily sit at the bar pad if you wanted to - which you don't so it doesn't matter!

The handlebar/seat/footpeg position feels



very natural...just like on the four-fiddy. Straight after starting it up and getting onto the track the bike sounds quite raspy – a distinct noise is created from the air filter being at the front of the bike. It is, however, a different noise compared to other bikes with air boxes at the front and depending on the mapping there's variation in how much of the fluttering sound you get. This is in no way a bad thing – I'm just saying that the bike sounds a little funky compared to any other 250F!

During the first riding session on this bike we used standard settings for both suspension and engine and you realise just how easy it is to ride. It does everything well. It's plush and smooth and is a bike that gives you confidence from the outset. The brakes are like the 450F in that they are a little spongy but at the same time give a good feel for how much pressure you are applying. When you are squeezing them fully in, though, it would be nice to have a little more power – nothing a bigger disc couldn't sort out.

The power in standard trim provides a smooth transition from the low-end to the top and revs cleanly through each stage. A flick of the clutch out of the turns and the bike pulls nicely off the bottom in to a strong mid-range and a good top-end. The power delivery is so smooth that it hides the fact that there is plenty of power hauling my big ass around the track. The last time I rode a YZ250F the motor signed off almost as soon as it got in to the top-end power so it was great to feel this motor keep on going well in to the upper echelons of the RPM.

The only modification we made to the suspension was to go a couple of clicks harder on the shock rebound as it was kicking a little on a few of the jumps that had short, sharp take offs. Once changed it felt much, much better.

The bike handles great in all areas – it turns easily and is stable in the faster turns and it feels fantastic in the air due to the focus on mass-centralisation. It is easy to throw about, which is great for whips and also for correcting the bike if you get a little outta shape!

One area that I think it could have been even better was over the braking bumps and going into the first part of the turn when you have the handlebars turned with the most load on the front end. When you push the dirt with your front wheel there just seems to be a bit of flex that leaves you ever so slightly unsure of how the wheel is going to grip.

After the second session we changed to the mapping that was most suited to this fast track and the transformation was awesome. With the advanced setting there was more top-end power and a snappier low-end which brought the bike to life. It went from a really fun bike to ride, to a proper racing machine while keeping the handling characteristics at the same time. With this bike Yamaha is definitely back in the game!





THEY CLAIM BRY MAC'S BIKE IS SO SPECIAL THAT WE CAN'T KNOW WHAT'S INSIDE (ALTHOUGH AFTER STRIPPING

IT DOWN AT HAWKSTONE PARK THE ACU DO) BUT THE PENDRICH KAWASAKI TEAM DID LET ED BRADLEY TAKE IT FOR A SPIN - HERE'S WHAT HE MAKES OF IT...

Words by Ed Bradley Photos by Nuno Laranjeira







OTNOG



t's been a while since we've had the chance to do a test at DMP so you can imagine how pumped I am not only to be at my own track but also to be testing something that is far from standard and not a 2014 model machine.

During the cold, bleak winter months Pendrich Kawasaki's Bry Mac had the opportunity to go Stateside and put in some training laps over in the Mecca for motocross – that's California, dudes. Shortly after running in his new stead, a machine malfunction resulted in a broken bone and a ruined trip... or did it?

Anyone who knows Bryan will know that he puts the hours in with his training and that any

hair out - sorry, driving him mad! On this occasion both Bry and his mechanic BC (who are tighter than the knit on one of my grandma's jumpers) turned a negative into a positive after an opportunity to sit down with the king of the Pro Circuit Empire - that's Mitch Payton came about.

In the DMP car park, sat on the edge of the van's open side door it was great to see both of these guys smile as they told their triumphant story - 'we got to sit down with Mitch for an initial meeting and then our second meeting lasted two hours or so because we weren't leaving until he had agreed to help us with what we wanted'!

perseverance paid off to produce the machine that was sitting right in front of us ready to test. Bry has a firm belief that his machine is better than the CLS machinery which is racing in the GPs and that's mostly based on the fact that Bry is continuously pulling huge holeys

This bike is littered with the trickest Pro Circuit stuff that you can - and can't buy! I was told, with the same smile on their face when they told the story about meeting Mitch that they could tell me about the special, special parts but then they would have to kill me! As I wanted to ride this weapon the conversation ended right there.

Just about all the parts on this bike are available off the shelf — such as your internal engine mods like the cylinder head, valves and springs. There is a super trick, production looking oil cooling radiator fitted to the back of the right hand side radiator and below that is the noticeably different header exhaust pipe which is shorter than other Pro Circuit pipes and gives the machine some high-end rev.

The rest of the bike has all the other trick bolt-ons that you'd find in the PC catalogue such as clutch and water pump covers etc. In the suspension department there is a factory Pro Circuit shock that Bry likes to run pretty soft but it is the front end that got me more excited than a kid trying to sleep on Christmas Eve.

The factory forks Pro Circuit are running this year are SSF air forks with oversized outer tubes that require larger diameter triple clamps so one fork leg controls your damping and the other leg is an air fork. The larger diameter tubes provide extra rigidity. These forks are undoubtedly light in weight and there performance should be excellent. We will find that out when we get out on the track.

The main track was tremendously rough with watered filled bumps after the previous night's rain. I was really looking forward to watching Bry Mac throw his leg over the bike and give it some welly although it turned out he was struggling to throw his right leg one step in front of his left never mind a welly after being torpedoed by a rogue bike in the second moto of the British Masters at FatCat the day before.

In typical test bike fashion I was to ride the bike exactly as the bike is set-up for Bry so you can image that as I am three stone heavier than the Scotsman who likes to run a soft rear shock the back end felt really low... and here's to hoping that this little machine can pull my fat ass around the track.

As soon as BC had finished straightening the bike up and making it totally bling again it was time to get it started and let it rip. Little did I know that my warm up would be kicking the bike over! Apparently, if you don't bring it to life within the first three kicks it's gonna take you a while. I was told this with that same smile on their faces as earlier...

Anyway soon enough it was barking and sounding savage — giving me a warm feeling inside. Riding down to the track the bikes layout felt really comfortable — the handlebars are quite low as well as the levers for me who likes them high! The gear lever is in a neutral place and although the brake pedal was too it had quite a lot of travel in it which means that I had to press along way down to lock up the rear wheel. It's also interesting to note that Bry only runs a standard front brake disc. By his own admission, although happy with using the front brake Bry leans more towards using the back stopper to slow him down.

At this point I have ridden a number of 2014 250Fs and as soon as I got going around the track it felt great to be on a bike that is set-up even better, as you would expect, than a brand-new 2014 piece of kit.

The power felt great, it's really torquey and very strong right from the very bottom as it picks up off the low rpm cleanly and races in to the mid-range so effortlessly that it's easy to run high gears in the turns and carry your speed into the straights. I'm riding this green machine thinking I weigh over 14 stone and this thing is carrying me around magnificently.

The gearing was just right too because although the bike accelerated out of the turns quickly there was plenty of time to get the power down along the straights without shifting too often. When it was time to shift gears the little 250cc motor can even handle short shifts and still pull through without overloading the motor causing any dip in power.



When I came in from my first session I was met with that same bloody smile again – 'so when are you going to rev it then Ed?' was the message that I heard in stereo. 'You've got at least another 500RPM left to use yet'!

So off I trotted back out on to the track thinking 'I thought I was ripping her to bits last time. This time I've really got to scream it to bits – let's do this'! I found it hard at first partly because it feels like I'm abusing the bike and partly because I like using the torque of a bike regardless of its engine size – however, it soon occurred to me that this motor likes being abused!

Leaving the gears even longer and making sure that there was no way possible to twist my right wrist any further the power leaves the mid-range and surges in to the top-end like a huge hand pushing you even faster towards the next turn. And just to satisfy to myself that I had definitely used those extra 500RPM I would leave the bike in the same gear and go an extra 750RPM higher instead where I found that the power would just feel empty. The bike would still be moving forward just without the surge of power and the motor still felt comfortable and like I might have to rev it even higher to hear the limiter but as there is no longer any more useful power there is no need to test it right?

Now to be able to test the motor as hard as I thought I did on a gnarly rough track, the suspension had to be as we say in Yorkshire 'cock on'! Even with my extra weight the bike handled really well over the bumps and never



once wanted to swap on me or buck me off along the straights. It was just super stable and as the back end is set up soft, the front end would ride light and I found it easy to pick the front wheel up over the huge holes.

Braking for turns is where I found it hardest to deal with as the shock was riding so low in the stroke that it would pack, kick up and hit me up the ass. This was bearable though as there was only a few places where I couldn't magically create a smooth line — unless I got the tractor out and graded it!

What I did like about this bike is when we had a ride on the clay track at the far end of DMP. There are some flat, slippy, wet clay turns and the bike tracked and turned as if it was on railway lines and mostly because of how

awesome the forks are. Squeezing the front brake as hard as I could the forks would compress and put all the weight on to the tyre with no washing out or pushing – just direct force straight in to the ground.

As soon as it's off with the brakes I'd tip the bike in to the turn and both the front and back end gripped as if the ground was made out of Play-Doh. There's no hint of the forks pushing the front wheel away, just a very direct feel with the ground which you get from the extra rigidity of the oversized legs.

On the main track the forks soaked everything throw at it with easy so with how the suspension is working so well together you are going to save yourself a whole heap of energy as you're blasting out that extra 500RPM!

Jumping the bike continues to feel super safe, light and predictable with a slight twist. I'm used to riding my bike with a hard setting in the shock so when it comes to compressing the suspension in to the base of the big step-up I would get plenty of lift upwards in to the air but with this bike there was less lift from the softer shock unloading which gave less height and a lower trajectory through the air. This can only be a good thing as the wheels were back on the ground quicker and providing some forward propulsion!

All in all this bike has an amazing motor and some amazing suspension that makes it gorgeous to ride. In fact the ride is so good it made not finding out what the special parts were well worth it...







As with the 450 last year if you have any parts you want to transfer over from your 2013 model CRF250R then you can just about forget it because this bike is so new that the forks, front wheel and brakes are all that remains the same!

The first thing you notice with the 2014 250F is that it has the same bodywork as the 450 and has also reverted back to the dual muffler set-up. I'm sure if the engineers had come up with the term mass centralisation back in 2006 then its possible the twin cans might have stuck around longer on these bikes but now with the pressure of reducing noise and maintaining or increasing performance its back

As well as the trick looking rear-end you've now got the stronger, reinforced front fender too. Peel away its new wrapping and you'll find that the sixth generation ally frame has less flex due to the frame spars sitting lower on the steering tube which also lowers the centre of gravity to help give that sharper feel for cornering and jumping.

The frame cradle is also adapted to fit the smaller motor - when compared to the big fo-fiddy. The sub-frame is also slightly different to accommodate the twin pipes - it's lighter and houses a new smaller airbox that reduces the internal pressure creating a better flow balance between low-to-mid and high rpm. As the wind passes through the new airbox it is met on the other side of the throttle body by Honda's unique dual squirter.

Honda is aware that they needed to produce a bike with a stronger motor so this is the starting point of producing the elusive extra power! To produce better initial throttle response and improve the power and torque the guys in white coats have come up with Dual Stage fuel injection timing which basically means that there are two squirts of fuel pumped in to the engine on each single stroke so as you open the throttle you get an early pulse of fuel followed by the normal pulse which arrives on time as usual. Clever eh?

As your two squirts enter the cylinder head, the fuel/air mix races through the reworked ports even slicker than a Joey Essex haircut and explodes with a bang as it's squashed between the reshaped combustion chamber and new high compression piston. This extra bang is putting more power through the crank and ready to tear up the gearbox so the gears and dogs have been beefed up which means they're now 3.5mm wider and your final drive sits further from the centre of the crankcase and your 2013 rear wheel becomes redundant as the sprockets no longer line up!

Elsewhere on the bike you have the steering

damper that remains and the radiators are smaller and lighter too. The fuel tank has had a boost too as it now holds over half a litre more jungle juice at 6.3l.

Interestingly, if you pay close attention you'll notice that the outlet diameter of the silencers is now the same - fact. By adding a spacer where the pipes split, the flow of gasses change and the pressure and flow are equal. This means that even now you know they are the same size holes, when you look at them it still makes you ask yourself 'are you sure they are the same size?'

It is also claimed that by having the silencers shaped like a diamond mud falls off them lots easier and keeps extra weight down when you have the pleasure of skidding around in the slop.

The swing arm is now the same as its big bro. The bigger, chunkier version gives better traction out the gate and more rigidity when riding and this is connected to a 14.5mm shorter and 70 grams lighter rear shock that is fitted lower in the frame and gives a better centre of gravity.

At the front end Honda have stuck with a conventional spring Showa USD forks. For me it just doesn't add up that they make such an effort with the complete bike and then leave the forks especially when the 450 has tried and tested air forks!

Out on the track my first thoughts were 'aarrrgh, what's going on?'. The track was slick, bumpy and only graded in parts and the bike felt as rigid as my 1997 CR250 with its new aluminium frame while the forks were as soft as butter as they literally fell through the stroke and then went harsh at the bottom. This was the first session out on the tough track so we'll put those feelings to one side for now, make some adjustments and start again.

Sure enough the next outing on the track was much better and after setting the shock preload to 105mm and going only two clicks harder on compression and two clicks slower on rebound on the forks the bike became balanced and more suited to a 92KG giant on top of a standard 250F!

With regularly riding a 2013 CRF450R I was at home with this bike straight away. The slim, strong, straight-edged bike gives a positive and direct feel when riding the bike and like its bigger sibling this machine turns on a pinhead with a really light feel to it. And although there wasn't really any jumps for me to scrub the bike pulling it about through the rhythm section and correcting mistakes was easy because the mass centralisation makes the bike feel as light as a feather.

The Loket circuit is littered with plenty of tight

turns and short straights leading up to obstacles which really suited the power delivery of the 2014 motor. As I was riding around and became more accustomed to the lines I was using I would think to myself 'come on Ed you are riding a 250F... thrash it – rev its nuts off', because that's how you are supposed to ride 250Fs right?

But this bike has more torque than Jeremy Kyle and it is really strong and smooth right off the bottom and in to the mid-range which makes it easy to pull higher gears and most definitely reduce the need to use the clutch. You get a lot of power down to the ground as you build speed up around and out of the turns with no dramas, no fighting or wrestling with the bike - just firmly planted, direct drive.

On the flipside the top-end is less impressive. The motor can climb to high revs without signing





off - which is great - it's just that it feels a little empty compared to the huge oomph you get from the bottom and mid-range power.

Back at the Honda World racing team's truck we got to change the mapping of both the fuel and the ignition – one that improved torque, one that improved top-end performance and one that would be suitable for an after-market pipe (as a generalization, after-market pipes run large diameter end caps that allow the flow of gasses quicker, producing better top-end performance).

I didn't get chance to use the top-end setting as I chose to go with the torque setting first because that is where the most power is. If I could make it even stronger in this area I would be able to generate quicker speeds out of the turns to clear the jumps and the extra strength would help me when hooking up the extra gears. This worked well and built on the bike's strengths and the top-end was a still little empty.

Finally I tested the map most suitable for aftermarket pipes and was amazed by how much changing the mapping can make a difference. The power was as strong as with the torque setting and the void was filled long enough into the top-end to shift gear any time you liked without overloading the motor. With the standard setting I would just leave the bike revving but with this setting I could comfortably change gear and keep it in the higher rev range.

Learn to ride this bike in the correct rev range as in stop thrashing the tits off it – and you'll get to ride a mega bike and save yourself some maintenance costs. But if you're happy wringing its neck then get yourself to a local Honda dealer and get a different ECU map installed...

CAPACITY: 250cc BORE AND STROKE TRANSMISSION: F:

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(315mm TRAVEL)

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SEAT HEIGHT: 951mm WHEELBASE: 1489mm

GROUND CLEARANCE: 322mm RACING WEIGHT: 106.2kg





DBR SNAGS A WORLD EXCLUSIVE TEST ON TOMMY SEARLE'S CLS KAWASAKI RACE BIKE...

Words by Geoff Walker Photos by Nuno Laranjeira

orld exclusive tests don't come along all too often so when the opportunity for a mid-season 'test of the year' came our way we grabbed it with all sets of hands.

Getting to ride Tommy Searle's full-on CLS Monster Energy Pro Circuit Kawasaki took months of planning and scheduling to fit in with the team's busy race and testing schedule. Permission and approval had to be gained from the team's top brass as well as a nod from the good ole US of A.

But all this simply makes the whole experience even better and when Monster Energy's Jamie Coppins told me that CLS MX1 team manager Rene Ebert was on his way over from the team's base in Holland I was getting a tad giddy and the excitement-o-meter was off the scale.

For a test of this magnitude I needed a wingman and a man capable of giving a bike capable of dealing with the full factory machines a next level workout. Tom 'TC' Church was no stranger to mixing it with the factory guys in MX1 onboard his Molson Kawasaki 'non factory' 450. As such, TC was my choice as co-tester on this one as his appreciation and experience of the level an MXGP bike must work at is immense.

As we are all well aware Tommy is in his rookie year in MX1 and as such the team and Tommy are all on a steep learning curve. The test came at the perfect time as Tommy has found his feet and his challenge into the regular and competitive top

five in the class is to really be congratulated – well done sir!

The CLS connection with Pro Circuit comes from chief technical guru Harry Nolte who has a strong relationship with Mitch Payton. The opportunity came about following discussions on developing a fully Pro Circuit-supported European based team and that's when CLS Monster Energy Kawasaki became an instant GP force in MX2 with Tommy smashing out victories.

I sat in Mitch's office at PC HQ in California a couple of years ago when the CLS team were going into their second year of the connection and with true Mitch style his burning desire for success was evident during our chat. It is fact that Mitch is 100 per cent involved in every single aspect of his team effort in the States and I know he finds it difficult when his engines and equipment are being used far from his all seeing eyes. This is a massive boost for me to see the CLS team working strong and continuing to grow as this shows the trust from Mitch and the strong relationship Harry, Rene and the other top guys in the CLS program have with the Pro Circuit boss

The technical program for the MXGP team starts at the beginning of the year with a trip to Pro Circuit HQ to discuss and work out the Tech Specs of the bikes. The special parts are then manufactured and modified before being shipped to the team base in Holland. As with any Pro Circuit part available the quality of engineering is amazing.

The parts made available to CLS go a step further as the very best equipment and highly tuned motors

are made available. The internal motor specs are obviously a closely guarded secret because I got shutdown during my interrogation of Rene and Harry. This is to be expected as quite frankly it's none of my business...

The suspension on the CLS bikes is also to the level most people can only dream of. The factory supported and approved Pro Circuit Showa SFF air forks and super trick shocks the team use are only available to a very select few. I can stand and look at engineering excellence for hours and when the thoughts turn to riding bikes of this calibre the excitement and respect for the hundreds of hours that go into the machinery grows.

I find that a familiar track and conditions make for instant rapport with machinery so Rushmead Race Park was prepped, watered and made ready for the arrival of CLS, TC and myself. Obviously in the run up to a test like this the thoughts are on what you conceive the bike to be... A fire breathing weapon sprung to mind a few times as surely only that would be good enough to take Tommy into battle with the other big guns of MX1 but it was time to find by riding the exact bike that Tommy raced in Finland...

The first lap of a test on any special bike is a mind blowing experience and trying to enjoy the 450 in the early laps was great. The mind works overtime in trying to work out the feedback from every part of the bike as it is guided around the track. It was in this early and steady cruise on the bike the smile began to grow inside my Shoei. Could Tommy Searle's











race bike really feel this good?

I really cannot describe just how good this bike felt from the instant I climbed onboard. As you would expect absolutely every part felt perfect from a control point of view. In order for a bike to compete with the best it must perform as a package. The initial laps spent getting the feel for the bike made confidence grow as the bike seemed like it was glued to every inch of the track.

The power delivery in the race setting which Tommy uses for the majority of time is incredibly user friendly for finding traction. Roll-on power from zero was controlled and a pleasant surprise as the expected animal was not at all in evidence.

When a motor is this smooth and full of useable torque all it needs is an awesome chassis to complete the package. Well the

chassis did not disappoint and the more laps turned on the bike the better it became. As a test rider, personal touches will always play a part in my mind. The only personalisation I would do with this bike would be a slight change in handlebar clamp position to the rear setting. This is simply a turning style process and with the modern GP tracks generally having 'here you go guys, turn off this manufactured berm' style the flat turning style of having the handlebars further back in clamping position and rolled back a little is not necessary for all riders.

The fork and shock action was an even greater surprise to me than the smooth control offered from the motor. Every millimetre of travel and action from both the fork and shock offered support and fantastic feedback. The feel no matter how hard or >>>

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- Braking brake discs
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- Acerbis plastics
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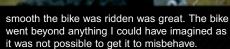
"I was a bit nervous about testing this bike. I guess I had expectations of it being a rocket ship with rock hard suspension set up for the trials and tribulations of GP racing by one of the fastest athletes in the world and not an out of shape ex-GP racer with a penchant for a full English most mornings – but that's enough about Geoff...

The bike looks beautiful and has two mapping options available by flicking a switch on the bars – one for the start of a race and the other if you feel tired halfway through. Also there is a dial with 10 mapping options in front of the fuel cap - one being mellow through to 10 being the most aggressive. I started by requesting all switches and dials be turned down to mellow but surprisingly the bike wouldn't run so the option was to put everything to 10 and crack on.

"Straight away I felt at home on the bike. The engine was surprisingly mellow but extremely easy to ride. It pulled gears easy and was full of bottom-end torque. The shock was hard but certainly safe and not once did it kick me about. I found the forks surprisingly soft on landings but mainly braking hard into corners. I'm sure that balance suits Tommy – it just didn't suit me. One thing I found exceptional was traction on flat corners and the ability to steer with the rear wheel – it drifted perfectly but never broke free.

"I also played with the mapping switch on the bars which surprisingly didn't make any real difference. I really expected an aggressive start and beginning of race map and a much mellower map for the rest of the race – something I would expect is possible with modern fuel-injected bikes.

"Overall the bike was fantastic – well put together and extremely easy to ride and go fast on. Maybe as Tommy develops on the 450 they will look to make more of the power available to get him out of the gate that little bit better."



The track went from grippy and ripped sections to hard and slick back to grip, on to dust with sharp edge and rolling bumps all on off camber, flat and positive camber turns. Traction from the front end was awe inspiring as the Pirelli pushed into the terrain through the smoothest action front forks I have felt to date. This is what development and technology is all about. The proof is in the ride and the work and detail of this bike shows in how it covers the

ground and the ease of working with a very tuneable bike and fantastic rider who knows exactly what he requires from his machine through communication in test and race conditions.

As the day continued and more and more laps were pounded out in my quest to find fault neither myself nor TC could produce any negatives and not even the tremendous down draft from the MJC chopper could unsettle the 450 on track or in the air. I have to say if I was asked to describe the perfect bike set-up for a rider coming from MX2 to MX1 allowing the rider to grow in confidence, experience and without fear of the machine then the CLS Pro Circuit Monster Energy Kawasaki would be my blueprint.

This bike may not be a fire-breathing animal and it may lack some of the next level full-on factory parts needed to blast Tommy to the holeshot each time but as we see week in and week out this bike can be ridden hard and super fast for the entirety of each race and that's what's needed for Tommy to do battle with the established big dogs of MX1...



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Interview and photo by JP O'Connell

Q: As well as riding the British national championships do you also ride the French championships?

Alex Smart, Weybridge

A: "This year I was able to do two French races in the calendar and I did one with the team which I was really pleased about."

Q: Do you prefer the extra attention you receive from being in a single rider team or is there more benefit in having a team-mate to share set-up information with?

Darren Carter, Yeovil

A: "The benefit of having a team-mate is for the training as if we train together it's more fun. I don't share anything for the bike set-up as everybody needs and likes different stuff so it's better to do your own thing."

Q: Now that it's all in the past can you tell us the whole story of what happened with the Emberson Yamaha/riding a Honda saga?

John Gallway, Cirencester

A: "Wooh that's a long and bad story and I can't explain it all but simply every year I do a small race at home for some people that have helped me for years. The team didn't care about it and at the time my practice bike was broke so I rode a Honda for one day and the rest is history c'est la vie!"

Q: Do any of your friends and family come over to the UK with you or do you travel over by yourself?

Simon Reeves, Manchester

A: "I travel on my own most of the time as I live many weeks at a time in UK, but my family come over one or two times a year to watch me race and give me some support."

Q: Having been crowned EMX2 champ in 2010 are you more surprised or disappointed that it

hasn't yet led to a full GP ride?

A: "Actually it led to a full GP ride in 2011 but unfortunately I got injured twice.'

Q: Is it true that you, Nico and Milko relax between the races by playing boules whilst eating a baguette with Boursin while drinking copious amounts of red wine?

Keith Floyd, Somerset

A: "That's funny but unfortunately not true. I really wish it was that easy!'

Q: You've raced on several of the Japanese brands of bike - how does the KTM compare to those or are they all now so similar that there's nothing much between them?

Brendan Lincoln, Oxford

A: "I think the chassis of the KTM is a lot closer to the Japanese bikes compared to what it used to be several years ago. But the engine of the KTM is really strong and revs really high which I like.'

Q: You always wear a chest protector. Why do you think that not more riders choose them given the fact that the roost can feel like being shot? Steve Trott, Southampton

A: "I think it's because they like to look like the

Americans but in America there's no stones spraying you in the face and chest!"

Q: Depending on how things turn out at the end of the season do you think that Matt Hutchins/Evo-Tech would consider a season of GPs with you?

Martin Irvine, Barry

A: "It could be a possibility I hope but the budget for one season is crazy - we do need some more sponsors so if anyone reading this fancies getting involved that would be awesome!"

Q: I remember watching the GP of Portugal back in '09 when you had that sickening crash and got run over by another bike - did you get up and walk away from that one? Was that the worst crash you've had?

Clive Berry, Grantham

A: "It was a really bad one and probably my worst. I walked/hopped away with a broken leg and few other injuries from that."

Q: Where do you live in France and what do you like to do when you're not riding?

Nick Gilmore, Matlock

A: "I live near Paris. I like to spend time with my family and friends - I train a lot so having a few days off to relax is always nice."

Q: Do you have to pay your own travel expenses to the races and if so does that mean that if you have a bad weekend you can go home losing money?

<mark>ran Bolton,</mark> Leominster

A: "The team let me travel with them for free or I can go on my own and pay myself. It's always a risk as like you say a bad weekend at the races means less prize money."

Q: Are you a fan of riding supercross – is the Bercy SX something you look forward to?

Rob Kerslake, Beccles

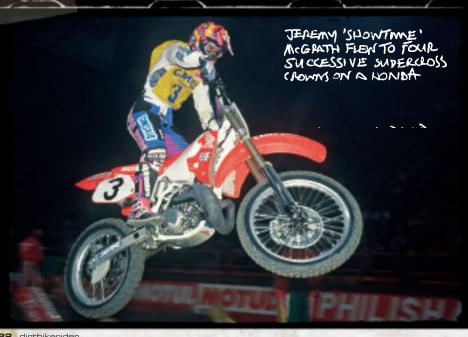
A: "I did Bercy twice. It's awesome and I loved it but unfortunately I'm not gonna ride SX this year."

Q: There's some stiff competition for the for the French Motocross des Nations places. What would it mean to you to be picked for your country?

lan Kelly, Bedford

A: "There are some very good French riders out there at the moment so I'm sure that being picked would be the best feeling of my life!"









PARTY TIME!

With 48 AMA titles to their name Honda America are celebrating 40 years at the top...

Words and photos by Jack Burnicle

onda America celebrated its 40th birthday this year. Founded in 1973 and still the single most successful manufacturer in AMA MX history, the fledging team snapped up Yamaha's Gary Jones, winner of the inaugural 1972 AMA 250 national championship, to test their brand new Elsinore CR250M. Based at a workshop in Gardena, in the South Bay area of Los Angeles, Honda debuted their flyweight 250cc two-stroke at Daytona, Florida which back then was the opening round of the 250 outdoor nationals (the supercross series wouldn't launch until 1974).

They had no official race shirt and it was Jones's Mum who cut and sewed together what became that iconic early red, white and blue Honda top! Clutch problems sidelined Gary who, by the third round at Hangtown, had been joined by beefy teenage prodigy Marty Tripes. And it all worked out for Team Honda on May 13th (lucky for some!) at Amelia Earhart Park, back in Florida, where Jones beat Tripes to the brand's first overall win.

By this time Gary was using the production model because of teething problems with his factory bike. Then for the first ever US 500 GP at Carlsbad Raceway, California Honda built a one-off open classer on which Jones grabbed the holeshot before the bike broke in half! He would win the last 250 national in New Orleans though to seal Honda's first AMA national title at their first attempt.

A whole new squad was signed up for 1974. It included Rex Staten, Gaylon Mosier and hip Californian kid Marty Smith who won them the first ever 125 national championship, a series he dominated again in 1975. Dutch ex-pat Pierre Karsmakers – again already a champion with Yamaha – was Honda's new 500 rider in 1975 and finished third in the open class nationals while also debuting the famous red 'fire engine' at the Canadian and British GPs.

But when Marty attempted to mesh grand prix world championship with AMA nationals in 1976 he fell short in both, finishing second to Bob Hannah (Yamaha) in the States and fourth behind Gaston Rahier (Suzuki) in Europe. He then changed tack and wreaked revenge on Hannah, beating Bob to the 1977 500 national title.

IKADE

Yamaha and Suzuki ruled the next two seasons until, in 1980, Chinese-American Chuck Sun lifted another 500 title for the team, while a famously white-clad figure on a private Mugen Honda won a muddy US 125 GP at Lexington, Ohio – Johnny O'Mara had arrived! Coincidentally, so too did Roger de Coster.

The Belgian won five world championships and four American 'Trans-Am' titles for Suzuki but was dropped by the factory at the end of 1979. Immediately hired by HRC, Roger won his last ever grand prix – the final 500 round of 1980 in Luxembourg – before crossing the Atlantic and taking up the reigns at Honda America where he made an instant impact.

O'Mara was signed for 1981 alongside Sun, Donnie Hansen and Danny LaPorte. Chuck won the US 500 GP at Carlsbad and, in an unprecedented move, de Coster took a Honda quartet to represent America in the Trophee and Motocross des Nations where LaPorte, O'Mara, Hansen and Sun walloped the Europeans to record Team USA's first victories in these prestigious competitions. It proved a pivotal moment in motocross history...

Darrell Shultz, Jim Gibson, super-stylist David Bailey and wild child Danny Chandler joined up for 1982 and Honda America entered its purple patch becoming the dominant force in US racing for the next 15 years. While Chandler stole an exhilarating US 500GP from Shultz, Darrell scooped the 500 nationals, Hansen the 250 outdoor and supercross crowns and 'Magoo' Chandler startled the world with an unprecedented four straight race wins as another Honda quartet claimed Trophee and MX des honours, despite Donnie Hansen suffering a career-ending practice smash while preparing for the team contests. David Bailey was drafted in at three days' notice to join Chandler, O'Mara and Gibson in the successful squad.

1983 would be Bailey's year. 'The Little Professor' won both supercross and 250 national titles and was crowned overall 'Grand National' champion. He also won the US 250GP at Unadilla while his close friend Johnny O' won the 125 outdoor series. Bailey did it again in 1984, Grand National champ and winner of the 500 nationals, though O'Mara beat him to the supercross crown.



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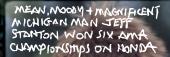
Newly recruited southern Californian teenager Ron Lechien had arrived at Honda with the sport's most successful star, veteran ex-Yamaha multi-champion Bob Hannah, and Lechien became, at 17, the youngest ever 250GP winner with his victory over Hannah in a real 'Thrilla at Unadilla'. The following year Ron lifted the 125 nationals while Bailey and O'Mara won 500 and

Bailey and Lechien also starred in the fabulous new-look three-man MX des Nations in another American triumph at Gaildorf. And for 1986 de Coster astutely hired Yamaha's 24 year-old 1984 250 national champ Ricky Johnson and Husqvarna open class star, 21 year-old Micky Dymond - the latter a direct replacement for disgraced drug-user Lechien.

The 1986 season proved a pinnacle in Honda American history. They dominated all four national championships, including top three in supercross and 250cc outdoors - both titles won by Johnson - while Bailey took 500 honours and Dymond the first of his 125MX crowns. Internationally Johnson, O'Mara and Bailey famously mullered the MX des at Maggiora, Johnson won the last US 500GP to be held at Carlsbad and only O'Mara running out of fuel while leading Unadilla's 250 GP prevented a Honda clean sweep...

Injury cruelly terminated Bailey's career early in 1987 and O'Mara was reluctantly released but quiet men George Holland and Mike Kiedrowski would make it five Honda 125 national crowns in succession while Johnson proved the outstanding act of the next two seasons, compiling a further four national titles before he too suffered a career-ending injury when leading WOHLEN, SWITZERLAND 1982 - WLD CHILD MAGOO CHANDLER DOMINATE MX DES!





the 1989 supercross series.

By this time Honda new boys Jeff Stanton and skinny French interloper Jean-Michel Bayle were developing a bitter internecine rivalry. Dour Michigan man Stanton initially inherited Johnson's mantle, winning 1989 and 1990 supercross and 250 crowns before Bayle achieved, in 1991, what no American ever could, winning the 250, 500 and supercross triple.

JMB then moved on to road racing, leaving Stanton to claim another double in 1992. But Honda's latest megastar was already emerging from the wings; Californian Jeremy McGrath hit the big stage in 1993, ultimately winning four successive supercross titles for Honda while Doug Henry and Steve Lamson were each clinching back-to-back 125 national championships.

McGrath had done the supercross and outdoor 250 double in 1995 and in 1996, after

his fourth SX and Lamson's second 125 title, they helped regain the MX des Nations for the USA in Spain. But when de Coster and McGrath both parted company with 'Big Red' at the end of that season Honda's mighty Stateside reign came to an abrupt end.

Six long seasons passed before Ricky Carmichael won both 250 national and supercross titles in his first year with Honda, but after three years and five championships he too fell out with them and moved on, like McGrath and de Coster, to Suzuki. Since when Trey Canard's solitary 250F (ex-125) outdoor victory in 2010 represented Honda America's only major championship success in the past eight years until Eli Tomac pipped Ken Roczen to that title this year. Thin pickings indeed as they celebrate their 40th anniversary, though 48 American national titles still puts 'Big Red' well clear of their opposition!









DBR: Are there any funny moments from the early years you want to share?

LP: "In my room there was a big poster with a guy doing a Hart Attack and I said 'one day I'll do the same with my bike'! After two months trying I did this trick and I was so happy. Also I remember when I saw the first backflip I said 'I won't do this crazy trick' but of course I $\underline{\text{did}}$ and as soon as I had I want to learn more tricks

DBR: You are one of the best European riders in Step-Up - when and why did you start to practice this?

LP: "I don't remember when exactly I started to push in Step-Up but the motivation was that during the IFMXF World Championship it was a possibility to bring home an extra 500 Euros! When I won my first Step-Up event I won the Freestyle competition too so I decided that could be good to push on. At the beginning the level of this competition was easier than it is now but it's just a brain game and I think if you focus on doing well then you can!"

DBR: What's it like being an X Games athlete? LP: "During my career I rode in the Dew Tour, Red Bull X-Fighters, the IFMXF World Championship but I didn't get the opportunity to

go in X Games so when I did it was all new and beautiful. At 29 years old I didn't think there was the chance to ride in X Games but I got the invitation to go to Brazil and I finished fourth in Speed and Style and fourth in Freestyle plus I win a bronze medal for Step-Up and that meant I got the invitation to the next events.

"In Barcelona the freestyle was cancelled so I participated only in Step-Up finishing fourth because I changed my bike and some stuff but it was good. Munich was perfect for me and I won the gold in Step-Up while in LA. I'm so stoked and I'm so happy to ride with the big riders and I try to do my best to continue."

DBR: What changed after you won your gold medal?

LP: "Not so much but in my mind I feel better and stronger but I'm practising hard like before maybe with more focus on Step-Up! Not much else has changed in my life or in my bank account. I have signed for more years with my USA sponsors like Fox and Rockstar!"

DBR: What do you think about the level of FMX now in Europe and in the rest of the world? LP: "I think Europe has the top riders in the world - take a look at Tom Pages, Remi Bizouard, Mat Rebeaud and Dany Torres. Every

time they compete there is something new from these guys. In USA the FMX scene seems static and it's not growing like over here. For example I can only see that Adam Jones is improving but the other riders like Nate Adams, Mike Mason and Jeremy Stenberg have the same level from years. I think Australia is one of the best countries for FMX and they are pushing hard. Riders like Jacko Strong, Josh Sheehan, Robbie Maddison, Rod Adelberg and Clinton Moore are in the best FMX events in the world.'

DBR: Why are there not any riders from China? LP: "Good question because we went there for the world championship. I don't know why there are no riders when there are more than two billion people who live there - maybe FMX is too much of a 'free' sport for the communists...

R: Do you ever travel abroad for training? LP: "I went to California for two winters because at my house in the Czech Republic there was so much snow and it was impossible to train. The first time I went to Mike Metzger's house and the second time I rented an apartment but it was more difficult to find a place to ride. At the beginning I was in Phoenix with Jim McNeil where there was a big FMX park and you paid just 10 dollars per day to ride. In

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California all the FMX parks are private and you need to call the rider and ask if you can ride there then wait for the time when he wants you to go. Sometimes that sucks!

'The second time I went I took my family with me and I spent more time there but had to back and forth to Europe for events which I found quite stressful. So the next winter I went to Spain - it was much easier!'

DBR: When we went to see Andre Villa in Spain we found you there with your family - is it possible to link work and family in FMX? LP: "I don't know because I'm alone when I work! We travel a lot during the year so the house for my family could be anywhere but it's important just to stay together when it's possible. Like when we went to Spain it was almost the same as being here in Czech but warmer. Now with a new child we'll need a bigger apartment when we go away but that's it. I try to spend as much time as I can with my family and when I'm away from them I miss so much but travelling is part of the game."

DBR: What's your average day at home like? LP: "Usually I wake up early in the morning and I check my e-mails then I do some gym work in my house or I'll go for a run. When I need to practice hard before a big event I go to the foam pit from nine until 11 then I grab lunch and in the afternoon I go to training in the FMX Park."

DBR: What music do you listen to when you're running?

LP: "This winter when I went running I loved to listen to the song from the Rocky movie or sometimes something instrumental or maybe even Nirvana. When I was in Spain on the beach I bought an Adele CD [laughs].

DBR: What do you do on a day off? LP: "What's a day off? When you have two kids it's difficult to have day off but sometimes I love to drive my Lancer Evo IX or ride my Harley...

DBR: What do you do to prepare for a big event?

LP: "It's too obvious to say that I try and focus on the event but it's what I do. I worked with a psychologist who specialises in working with athletes - that's real athletes and not FMX riders and she taught me to stay quiet and to think everything will be good. It's difficult to explain but the most important thing is to think positive and don't stress myself out. Oh, and if you are interested I take a sh*t before I ride too

DBR: How was the IFMXF World Championship this year? How is the level there?

LP: "The level this year is crazy. In each final there are six guys who could be the winner. Each rider has different style and tricks but the level is similar so for the judges it's not easy. In the IFMXF the track is easy compared to the X-Fighters or X Games so you have fewer jumps but you need to be more precise. I'm currently in second overall just two points behind David Rinaldo - I'll try my best to beat him in the next events."

DBR: What's the FMX scene like in the Czech Republic? Is there a FMX school and are there many rookies?

LP: "There is no FMX school in the Czech Republic and we don't have so many rookies. I don't know why we don't have rookies. When I started the tricks were easy and maybe now they are scared to start because they see so many big tricks. There are nine professional FMX riders in the country and maybe four or

DBR: If someone asks you what they need to do DBR: Who do you love to ride with?





to be a FMX rider what do you tell them? LP: "First thing is to learn how to ride a bike very well because the most important thing is to have a good feeling on two wheels. When you are competent jumping on a motocross track you can try a ramp - start small and work step by step with a good teacher. Eventually you can do tricks. It's important to be confident jumping ramps - start from five metres and then work up because big gaps are so dangerous."

LP: "I love to ride with a lot of riders in the world but I think the most fun is Jose Miralles. He can ride for 45 minutes and he never gets tired or stops smiling. I have spent a lot of good days with him."

R: What do you love and hate about FMX? LP: "I love the adrenalin rush I get when I hit the ramp, I hate myself when I make mistakes and I crash, I love to win and I hate to lose, I love to meet people but I hate travel. The most important thing is that I love this sport!"





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DBR: What's your weapon of choice? WF: "KTM 125 and 250.

DBR: Why choose the two-stroke series? WF: "It's so much fun and the racing's always so good. Everyone seems to get along with one another that much better off the track even after an epic battle!"

DBR: The two-stroke class provides some of the most exciting racing of the weekend - why do you think this is?

WF: "I'm not entirely sure. I mean there's a bunch of awesome riders and everyone wants to do one thing I guess and that's win!

DBR: What do you do for a day job? WF: "Motor vehicle technician.

DBR: Do you have a boss that's sympathetic to your cause?

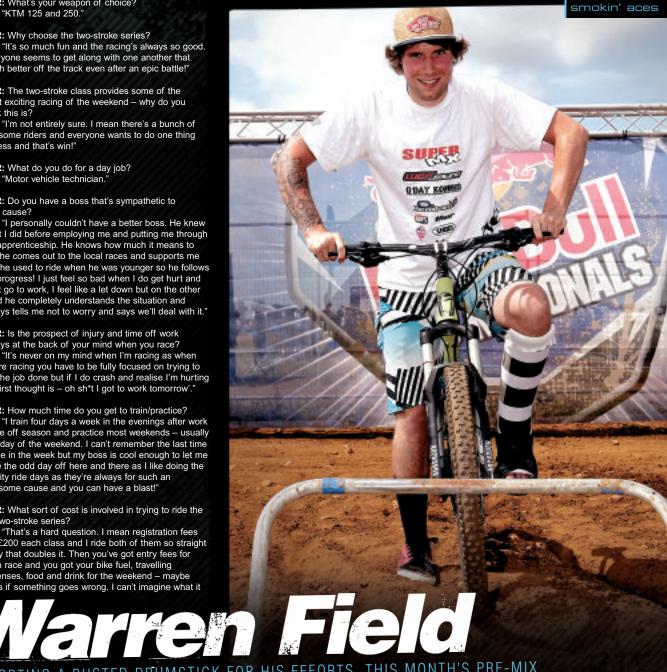
WF: "I personally couldn't have a better boss. He knew what I did before employing me and putting me through my apprenticeship. He knows how much it means to me, he comes out to the local races and supports me and he used to ride when he was younger so he follows my progress! I just feel so bad when I do get hurt and can't go to work, I feel like a let down but on the other hand he completely understands the situation and always tells me not to worry and says we'll deal with it."

DBR: Is the prospect of injury and time off work always at the back of your mind when you race? WF: "It's never on my mind when I'm racing as when you're racing you have to be fully focused on trying to get the job done but if I do crash and realise I'm hurting my first thought is - oh sh*t I got to work tomorrow'.

DBR: How much time do you get to train/practice? WF: "I train four days a week in the evenings after work in the off season and practice most weekends - usually one day of the weekend. I can't remember the last time I rode in the week but my boss is cool enough to let me have the odd day off here and there as I like doing the charity ride days as they're always for such an awesome cause and you can have a blast!"

DBR: What sort of cost is involved in trying to ride the full two-stroke series?

WF: "That's a hard question. I mean registration fees are £200 each class and I ride both of them so straight away that doubles it. Then you've got entry fees for each race and you got your bike fuel, travelling expenses, food and drink for the weekend - maybe parts if something goes wrong. I can't imagine what it



SPORTING A BUSTED DRUMSTICK FOR HIS EFFORTS, THIS MONTH'S PRE-MIX PRIVATEER IS 22-YEAR-OLD OXFORDSHIRE NATIVE WARREN FIELD...

Interview and photo by JP O'Connell

costs as a family to compete each year - it's for sure not a cheap sport! But it is for sure the best sport!"

DBR: Who does the spanner work on your bike? "My dad does all the wrenching on my bikes, that's kind of like his deal and I let him get on with it, he seems to really enjoy it, especially when things are going good! And if something does ever go wrong at least I got someone to blame!

DBR: If you were given £500 to spend on your bike what would it go on?

WF: "Good question, I'd probably say suspension. We don't usually do anything to the suspension and how we roll the bike out of the shop we brought it from is usually how it stays - we never touch clickers or anything like that! I would really like to try different things as I feel there's big ground to make up if you can feel that much more comfortable and know how your bike is going to react through a certain section but would want someone who knows what they're doing as its not something I'm very comfortable with just fiddling around with myself."

DBR: Which is your favourite UK track? WF: "I like most tracks. Culham is always awesome with the Red Bull Pro Nationals and as I live so close there are always a lot of friends, family and locals

rooting for me which is absolutely awesome. Mind you any track after the guys from the Red Bull Pro Nationals have been in there is awesome!

DBR: What's been your best ever result? WF: "I've had so many awesome results throughout my racing career but never really clinched a title though. I mean I've won schoolboy championships at club level but never a national championship, I've always been there or there abouts but never come home with the shiny stuff with number one on it at the end of a year.'

DBR: What's your ultimate goal in motocross? WF: "My ultimate goal at the minute is to win a championship in either of the two-stroke classes and just keep going as far as I can in the sport!"

DBR: Would you rather go to the gym or KFC (other fast fat outlets are available)? WF: "Hands down gym all day long, I'm not one for eating at fast fat outlets!"

DBR: Who is your biggest on track rival? WF: "There's been a few over the years and it's always changing. I mean you never really know until you get down to the serious side of things each year!"

DBR: If you were given the opportunity to ride a season for any team in the world who would it be

and why?
WF: "Mitch Payton's team. Hands down the best team in the world and to be supported by so many good guys would be amazing - everybody involved wants the best for you! And it's proven what he can do for the average rider - he can turn them into superstars!

DBR: Do you have any sponsors? WF: "Yeah for 2013 I have an awesome bunch of people behind me - Decade Europe, 100% goggles, Super MX, G'day Kombis, Duck Smart, Samco hoses by racebikebitz.com, Thor, Shoei and WCF Racing."

YING LAP!

THE QUICKFIRE ROUND...

Rihanna or Beyonce? "Rihanna." Night in or night out? "Night in with the missus." Cairoli or Stewart? "Stewart." Blonde or Brunette? "Blonde!" Red or brown (sauce)? "Red." Tea or Coffee? "Coffee." Ant or Dec? "Ant."



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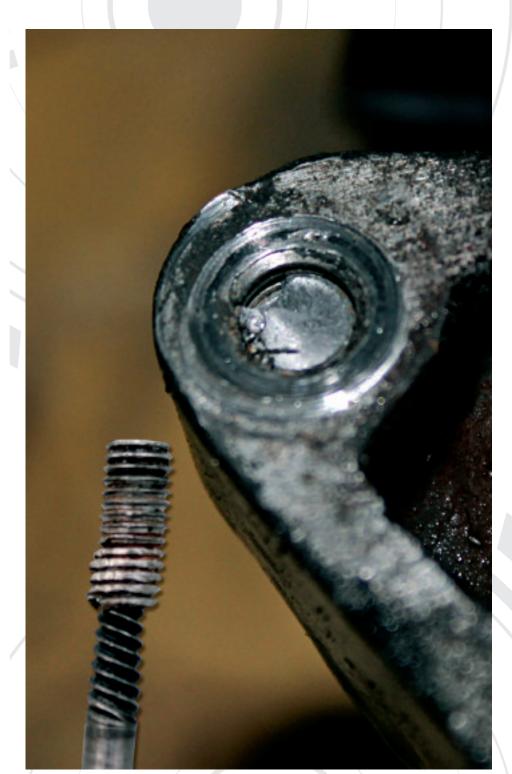
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t wasn't that long ago that a typical racer's toolbox was the size of a small country with the 30 different size fixtures that held your average machine together requiring 30 different sized spanners.

But in recent times the number of different sized fixings has got less and less with the 8mm head M6 bolt being the fixing of

choice for most manufacturers.

With all the positives of evolution there has to be a minus and the negative here is that the recommended torque for an M6 stud

is just 8Nm – that's less force than what's required to twist open a bottle of coke! Used bikes in particular are a common place to find snapped bolts and they do not heal themselves.

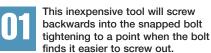
Remedy is actually quite easy and as we found on our example the moment we tried to repair the damage our drill just drove the snapped bolt through and out of the bottom although this will not work on a blind hole. No problem, we just moved to an identical issue on the van to show how easy the fix is...

THREADSOFDREAD!

DR DIRT SHOWS YOU THE BEST WAY
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WORDS AND PHOTOS BY ROB BAYMAN





Centre punch the snapped stud as close to the centre as possible. This will keep your drill on target. I use an automatic punch but a conventional is just as good.

The punch mark needs to be deep enough to take the tip of your drill. If it is off target, hit it again to stretch the metal to where your mark is central.



Drilling straight is the hardest part here. The hole must go straight down the centre of the snapped screw – use a smaller sized pilot drill if it helps.



Once done the hole should be well into the bolts centre – pretty deep but it does not need to be all the way through. The size is determined by the bolt. I used a 4mm drill.



Screw in the extraction tool.
Remember it is a reverse thread, turn it counter-clockwise until it gets tight before using hand tools. The snapped stud will eventually unscrew itself out.



The reason the stud or bolt snapped cannot be ignored. Running an M6 tap through the threads will clean the threads back up.



This debris came from the hole. It's likely the threads were stretched or rusty. Putting a new bolt into the thread may snap the replacement bolt and then we'd be back to square one.



A blow with an airline or squirt of lubricant will clear or flush away any swarf to leave the threaded hole as good as new.





OLD MAN ED BRADLEY GETS THE HONDA CRF450R PREPARED FOR THE VETS GP AT MATTERLEY BASIN...

Words by Ed Bradley Photos by Sutty and mxcam.co.uk

acing always brings a very different perspective to things and in the heat of the battle stuff happens that never would when you're banging in the practice laps. For example, in my last race at the British Vets championship at Hawkstone Park I found that I had bent my left radiator forward with my knee without even

With the Vets GP fast approaching my attention has turned to making sure that the bike can take some racing hammer around the fast n' jump infested Matterley Basin circuit. It's likely that our practice sessions and possibly even our races are going to be at early o'clock when the track is fully loaded with obscene amounts of water so I'll be taking this into consideration too.

Let's start with the jumps that are already

giving me twitchy bum movements and the potential buckets full of mud. Regarding the mud there is nothing worse than your feet slipping off the pegs so I'm after some extra traction to keep my feet firmly in place with claws that clean themselves easily after being dragged through ruts or bottoming out in soft stuff.

What I like about the Honda is that the bracket that fits to the frame for the pegs to hang from has a crap deflector built on to it which stops dirt filling up the gap between the frame and the footrest when it's folded up. This means you don't have to spend any time flicking your peg up and down to clear it out.

In fact the Honda pegs are good too and have continually got better over the years. I do remember standing on cheese cutters for footrests that used to be about 20mm wide and

would slice a hole through your boots in no time at all! At that time I wouldn't be jumping jumps like we do today either so these super wide, crocodile toothed Raptor Titanium pegs are not only going to keep my feet firmly in place they are also going to distribute the load better if I case any of the mahoosive jumps at Matterley. The big platforms definitely make the ride easier and that is always a bonus.

As we are working with the controls I've also gone for some stronger handlebars and again motocross has developed well over the years especially as the manufacturers have become a little more savvy with how they do business. In the olden days bikes used to come with weak steel bars that would bend just from a hard landing while now Renthals are standard issue on the red wing machines.





However, even after dropping the bike in a hardpack turn there is the risk of bending them and then making it hard to race at full speed so we're banging on a pair of Windham bend Pro Tapers. This bar is going to give the extra strength required if I make a dumb ass mistake and they are also going to reduce any vibration from the bike which again if it takes a little less shock out of my body I'm on to a winner.

On the subject of making dumb ass mistakes I have also chosen to use an aluminium throttle tube to eliminate breaking the end of the original plastic one having problems with the throttle sticking! It also means that with the ball bearing in the end, the throttle is lighter and will keep the action smoother too because there will be no dirt getting in through the end if I were to tear the end of my grip. Having a lighter throttle means

I will use less effort in twisting the grip...

By now you may have sussed that I'm up for an easy life when it comes to racing - why make it any hard than necessary, eh? I love using soft half waffle grips and more importantly for my baby-soft skin on my thumbs the doughnuts are a must-have for me!

So with my controls maxed out I'm going to finish off with a little protection. As I mentioned earlier, I bent my radiator by pushing it with my knee so I want to give them some extra support. Most manufactures are saving weight and improving the ergonomics of the bikes and one way that they are doing this is by reducing the width of the rads which makes the bike slimmer and because the bike is holding less water there is a weight saving too.

Looking at the genuine Honda radiators they

are very slim with only the rad shroud to protect it and of course plastic bends so it's possible to damage the radiator. We have installed strong Pro Circuit brackets which are designed to stop the radiator bending backwards when you've got the bike cranked over in a corner and you're making sand castles or mud pies with your louvers. Likewise if I'm squeezing the bike hard with my legs like that crazy Russian bird from the James Bond film then the bike is going to want some extra strength to breathe!

Now with the bike braced and prepared with the best aftermarket products we can put on her I am ready to go out on the race track to do battle knowing that whatever racing throws at my trusty stead it will get us through because after all to finish first, first you have to finish!



THE RM-Z GETS A BIT OF A MAKEOVER WHILE WAKKER TUNES THE BOINGERS AND FITS A NEW FRONT TYRE N'ALL — SPIFFING!

Words by Geoff Walker Photos by Nuno Laranjeira

he Suzuki RM-Z250 has come in for a cosmetic makeover this month - it's also been ridden quite a lot as favourable weather and the MJC watering system has allowed us to get in some good time on the bike. When conditions are good testing is a pleasure.

With some exciting test parts rolling in for the RM-Z it was good to freshen up the full stocker with a makeover and performance increase. On the cosmetic side of things Polisport plastics and Merge Decals provide the look. The all yellow plastic together with clean and simple lines on the Merge Decals give the RM-Z a clean look. Manufacturing techniques at Polisport HQ are top notch as the plastics offered up and fitted really well. As with most aftermarket plastics the fit is probably around five per cent off from standard but this is completely acceptable as bolt fit was perfect and only a couple of areas didn't fit as close to each other as stock.

The cut, glue and thickness of the Merge decals worked really well during fitting but with most graphics kits these days the fit is only as good as the fitter. After the contact cleaner and soft cloth frenzy had finished and the graphics were fitted I had minimal trimming to do. It seems these graphics were indeed better than my fitting ability but only slightly...

The tech parts from Pro Taper had a monumental effect on my lower regions as the quality is top class both in practicality and look. Starting with the CR high bend handlebars I have to say that these units are a revelation for the arms of any rider. I back to backed these bars with stock and the difference in feel is incredibly noticeable. The increase in rider comfort is great and I can only liken the feel to softening the fork action without touching the forks strange but true.

The Pro Taper aluminium throttle tube with integrated roller bearing makes the throttle action super smooth. Keeping with the Pro Taper flavour the easy adjust

clutch lever unit takes the cockpit another step towards perfection. Absolutely every rider who has and some internal work climbed on board the RM-Z has commented on the controls. The PT lever has a great lever shape and pull ratio over stock and of course the engineering quality makes the easy adjust rotator work flawlessly.

The final piece in the control area is the black Apico front brake lever. The lever doesn't re-invent lever technology but as a direct replacement to a stock lever it does exactly what it is designed for with an added cool satin black finish. The RM-Z control area has almost reached perfection thanks Pro Taper!

The initial and general thought from all who climb on board the Suzuki is about the forks that are now becoming an issue on all but the biggest of hits. Anaheim has been mentioned on more than one occasion from TC and our part-time test team member Rob Warner.

We have great feedback on small and large hits from the rear Showa shock with its stock spring so it was time to fit a softer spring into the single spring Showa SFF forks. As I have said before these very same units worked with great feel in soft conditions on the bike's launch but ever since hitting hard tracks the supple feel has never been there. The soft spring takes the front forks in the right direction and we fitted the recommended 349ml of 5wt fork oil. Fitting an SFF fork spring is not the easiest operation for a non experienced tool wielder so if you are making

this modification to your bike take the fork to your local Suzuki - or technically reputable - dealer. The feel from the forks was instantly noticeable as a more manageable package. Grip is increased and front-end push is decreased. These are two great formulas in the growth of rider confidence.

The final test product this month on the RM-Z is the Dunlop Geomax front tyre. On every one of my racing adventures in the USA I have been lucky enough to use the American's choice of off-road tyre. The strange thing about this is the fact that Dunlop is not top of the tree in Europe as it once was.

I like the look of the tyres with an aggressive pattern on the intermediate MX51. The profile on the MX51 is very good as it is not too shallow and this allows the tyre to spread and grip the terrain. I ran the tyre at 12psi for the initial test before increasing the pressure to 14psi for puncture resistance.

The carcass integrity is strong in feel without going over the top in weight. We have used the tyre in soft, hard and super tacky conditions and it has performed in all with a consistent feeling. When I say consistent I mean it. With an intermediate tyre it should be controllable in a variety of conditions while giving good feedback at times when it reaches its maximum point of adhesion. Yes this tyre will break loose when it hits a particularly wet section of dirt but the feeling is still positive as it makes the transition between grip and slide with control.



EFALE RICTORY

YOU MENTALLY GET READY TO DO WELL THEN THAT'S WHAT MIGHT JUST HAPPEN

Words by Ed Bradley

ave you ever noticed that when the best riders in the world get ready to go racing starts they always go through the same routines? Now I'm not talking about drawing a cross over your body with your finger or sitting on your bike with headphones on – although that does have its own value. I'm talking about methods of carrying out certain tasks...such as starts. Perhaps you've noticed they start with both feet on the floor or just have one foot down (it's always the same foot each time) or when they put their goggles on, when they put their bike in gear or at what RPM they have their throttle set.

There is a reason for this and that is because your mind doesn't like the surprises of randomness - it likes to have routine and it learns through repetition. This is why visualizing what you want to happen is so important. Mentally rehearsing your routines enables you to learn a certain task quicker and when it actually comes to carrying out the skill physically, you can do so with composure as you've already done it many times before.

By being aware of your routine makes it easier to prepare, plan, analyze and modify what you do. For example, if every time you went on to the start line and did something different you wouldn't know which part of your technique created the good or bad start.

If you continually use the same technique and only changed one component of your starting technique at a time, you will be able to work out easily what does and doesn't work for you and before you know it, you are predicting what is going to happen at a milliseconds notice, making effective judgments based on what you have previously discovered and still pull a great start.

I know that there are plenty of riders

that don't know how they do what they do and often experience something happening on the start line that comes to them as a surprise leaving them with feelings of uncertainty and fear about what is about to happen. They have no idea why some times they get good starts and sometimes its just a flop, so how about this... if you work out a routine, a ritual that you go through that means you can continually get great starts. Just imagine for a moment how much more fun you would have and the confidence it would bring you.

Now how about this... do you have a race routine? Perhaps you have already discovered the best strategies that work for you or maybe you haven't even considered the fact that the top athletes in any sport are aware of their game plan for every scenario they face in a race.

My guess is that you are aware of at least one! What is your race routine if you go down in the first turn or at the very beginning of a race or even if you just get a bad start? Have you ever had a race where you've just had to go as fast as you can for the whole moto just to get back to the best position possible? Well this is an easy race strategy were there is pretty much only one option but what about if you have one of those times where you get a really good start or even a holeshot?

Have you ever got in to the first turn and thought 'bugger, what do I do now?'. This is something that you can learn by going through the process of getting good starts or you can spend time mentally rehearsing what could happen and being prepared for it when it does happen. Being slightly prepared is better than not being prepared at all!

As you develop the skill of producing consistent starts and racing, is that enough? Are you getting good results all day? What do you do in between races?

Is it random every time or do you have an organized routine that produces the same results each time? Have you ever rushed to the line because you couldn't find your gloves or goggles in your bag?

When I raced GPs each morning I would make up my pre-race drinks and post-race drinks with each bottle having their race number on and it was the same for my food which would be ready for eating at specific times. There was a bin bag for dirty kit and all the clean race kit would be neatly placed in order so that I would take the top pair of socks, pants, jeans and then tops each time I needed to get ready for a race. All the goggles would be ready and in line and it got to the point where everything would flow easily.

The GP teams are no different. Each team member has their own role with their own routines, which includes meetings to discuss rider and bike performance. Some riders like to go out and chat with friends, look at the track or just spend time on their own - there is no right or wrong routine so long as it is consistently working for you!

So now imagine if you mentally rehearse and prepare a complete day of racing to the point where you can become consistent, what would happen if you visualized a whole week's preparation and routines and then even the full racing season! Do it if you can because that is what helps champions win. Running through all possible scenarios and working out effective strategies so you know how to deal with if the situation arises on your journey to achieve your goal.

My favorite saying from Guy Martin is about the five Ps - "Preparation Prevents P*ss Poor Performance" - which brings meaning to the definition of luck that says bad luck is poor preparation but good luck is where preparation meets opportunity'!



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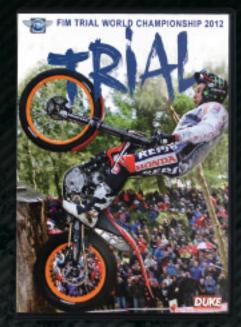


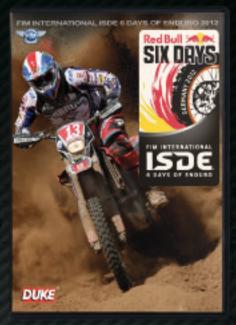
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CROWNED. HERE'S WHAT RYAN VILLOPOTO AND ELI TOMAC HAD TO SAY ABOUT THEIR TITLE WINNING SEASONS...

Words and photos by Steve Cox



onster Energy Kawasaki's Ryan Villopoto has solidified his spot among the greatest motocross racers in the history of the sport. In 2013 he became only the third racer ever to win three consecutive AMA Supercross championships (Ricky Carmichael did it once and Jeremy McGrath did three in a row once and four in a row once) and with the AMA National MX Championship he just clinched he now has eight AMA National Championships tying him with Jeremy McGrath for second on the all-time list behind Ricky Carmichael (15).

On his way to the outdoor title Villopoto scored 18 moto wins out of 24 motos and eight overall wins out 12. However, he'll be missing this year's Motocross des Nations once again because of an injury.

Here's what Villopoto had to say about 2013...

DBR: You followed up your supercross title with this outdoor championship but how you got to each of those championships couldn't have been more different.

RV: "I had no real problems during outdoors this year. I had a couple of bad races but everything else went pretty smooth. I took a lot of moto wins and a fair amount of overalls too so it was much... I don't want to say 'easier' but it kind of was..."

DBR: Plus, you had the stress of knowing you had so much ground to make up during much of supercross... **RV:** "Yeah, exactly..."

DBR: What caused those crashes early in the supercross series?

RV: "Really, just our set-up was way off. At Anaheim 1 I over-jumped that little rhythm section and ended up crashing. Just things like that. It was just way off and we evolved and made it better throughout the season."

DBR: Is it easier to find a baseline setup for you outdoors considering you're such a natural MX rider? RV: "I don't know. Some things are easier about SX and some things are easier about outdoors. But it's probably harder to get something to really work for 30 minutes plus two laps outdoors. Your body takes a lot of beating, so you have to really get a good, comfortable set-up."

DBR: Millville this year was easily your worst race outdoors but you still went like 5-4 or something so it wasn't terrible. What was going on there?

RV: "I had the big crash right off the bat in the first moto and my whole day was kind of off after that.

Before the crash I had the fastest lap in practice and got a decent start the first moto but just went down and it all went to hell."

DBR: So, you just felt off the rest of the day there?

RV: "Yeah, for sure, but luckily it was just one race."

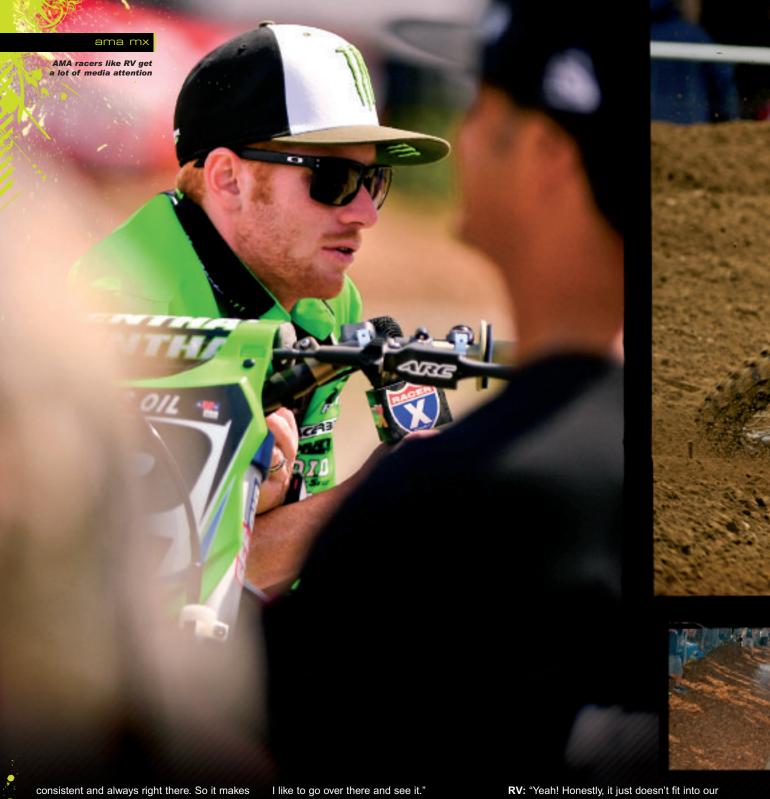
DBR: Coming into Utah, you knew if you won both motos you'd have the championship clinched but you also knew you have a whole other round to do it if you couldn't win it in Utah. How much emphasis did you really put on finishing the title in Utah?

RV: "Pretty big, you know, because I wanted to get it over with a round early. I felt like we could do it and it wasn't going to be super-hard to do it with two good starts and no crashes. So, we were able to do that and I was pretty happy to race Elsinore with no pressure."

DBR: Eli Tomac and Ken Roczen are going to be moving up to the 450 class in 2014. Have you been paying attention to them?

RV: "Somebody else asked me that and I said 'no, not right now' but obviously when preparation is going on for supercross that's when I'll have to start thinking about those guys. But they're going to be rookies and they're going to make rookie mistakes – everybody does. But you can never count them out."

DBR: Talk a bit about Ryan Dungey. Even when you're beating him, he's always right on your ass... RV: "Yeah, it's always tough because Ryan is so



consistent and always right there. So it makes it tough because you can never make a mistake without him being right there but I wouldn't want to flip the situation, for sure."

DBR: He said that he didn't have to work all that hard for the title outdoors last year because you were hurt. What would it have been like for you without him this year?

RV: "Obviously James Stewart was here and a lot of other guys but when you have a guy like Ryan who's really consistent it would probably be easier if he wasn't there..."

DBR: You've said you're not going to the Motocross des Nations this year because of a foot injury that you need to get fixed. When you're healthy do you want to go back to

RV: "Yeah, it's a great race. It's really fun to go over there – especially going to Europe – to places that we don't really get to go to other than once a year. And I like Europe. I like the food,

DBR: Go shopping...

RV: "[Laughs] Yeah... But just to see the old architecture and buildings, I enjoy it. So for sure, I'd like to go back."

DBR: Is it a tough decision to bow out? **RV:** "It is, but it isn't. People in Europe don't understand because they race one series and then they're done – it's a big off-season. We have supercross and then outdoors and then Monster Cup so it's a never-ending battle for us. And where it [the MXdN] falls this year, it definitely makes it tough."

DBR: Because the race is about a month after the US series ends, right? What if it were a week later?

RV: "Exactly, like where you fly right out Monday morning, you go race..."

DBR: So you would've gone then?

RV: "Yeah! Honestly, it just doesn't fit into our schedule as much as everybody likes the race and enjoys going. I need to get my foot fixed and if I did it right now it wouldn't be healed until after the MXdN. If I waited until after the MXdN I'd miss the Monster Cup and a lot of off-season testing. And if I waited until after the Monster Cup I'd miss almost all of my off-season testing for 2014. Something had to give and it was the des Nations."

DBR: Are you going to watch it? **RV:** "It's not live. From what I heard, it's not on anything."

DBR: But you're going to be rooting for the guys right?

RV: "Always! They ended up losing it last year which was a bummer but hopefully we can come back and then when I get to go again we're numbers 1-2-3 again."

DBR: Do you understand why some fans are











sceptical that your foot is injured when you're still out dominating like you have been?

RV: "I mean, what can you say with the people that sit behind a keyboard on the internet? They really don't know anything about our sport or what we go through so all I can do is try to explain the situation although some people will still never understand it.

Even people that are in the sport and go to the races every weekend and work in the industry still don't understand it. They're over going to the races and travelling every single weekend because they have to but we have to travel and race and we get pretty beat up over the course of a year doing that."

DBR: Don't you guys always have something that hurts somewhere no matter what? RV: "Not always, but most of the time. A lot of people do. And there are a lot of guys out there that only get paid when they show up and race, so no matter what the injury is, they're racing. That's how it is."

DBR: You made a remark in Utah that you're only going to race for two more years. Of course, you said that a couple years ago...

RV: "Yeah, I did, but I was just saying that all of my deals are through '15. I did three-year deals with everything before this year, so I still have two years left on all my deals. I'll decide what I want to do at that point. Nobody knows."

DBR: Not even you, really... RV: "Nope."

DBR: If, and it's a big if, you did go out and you win four titles in the next two years that puts you at 12 AMA National championships which would be only three short of Ricky Carmichael's record. Would that change how you look at things?

RV: "Not a chance!

DBR:: Really? So it doesn't matter? That's really cool, actually...

RV: "I mean, you don't get paid any more to hold that record. There's no 'record bonus' or

anything and then people forget about you as soon as the gate drops on the next race. What's the point?"

DBR: That's true but having more championships than anyone would be a pretty logical argument that you're the best who has ever raced... RV: "The sport is always evolving and changing. If you wanted to say, 'Oh, let's go race Bob Hannah because he was the greatest at the time,' the truth is that we're riding four-strokes, not two-strokes, the pace is way higher, we're jumping five jumps versus two or maybe three back in the day. It's irrelevant. You can't take today's sport and even match it with RC's when he was racing in '05 or '04 because it was so different. And Aldon [Baker, Ryan Villopoto's trainer] will tell you the same thing because he was with Ricky at that time. I'll race until I don't want to race anymore. If that's in two years it's in two years."



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heat of round two in Texas that year messed him up pretty bad for that year and he didn't win another National until 2012.

Although he won the 2012 250cc West SX championship and nearly won it again this year (if not for a couple mistakes and a very competitive Ken Roczen) his outdoor struggle was so bad that he considered racing a 450 outdoors this year seeing his 165-pound body weight as a big disadvantage over 2012 champ Blake Baggett's 129 pounds.

However, outdoor testing went well for Tomac and he decided to give the 250cc Nationals one more shot. It paid off too with the 2013 250cc National championship title along with a spot on Team USA for the Motocross des Nations.

DBR: What would you say is the biggest difference between you this year versus you the last couple of years outdoors?

ET: "The biggest thing for me is putting everything together which is fitness, bike set-up, all of that. Man, it's just a little bit of everything. Even just staying at home in Colorado this year was really big. Being at home was nice. I was home last year, too but this year I got a practice mechanic - Ricky Gilmore. That made it easier on my dad and made it easier on me... So, everything just kind of gelled together. I think it's all just coming together now, along with just getting older, a little bit tougher, a little bit wiser, more experienced...

DBR: As for being older and tougher those go together sometimes because you have to learn to push through pain at the 20-minute mark..

ET: "Yep, exactly – just like that! I think there is a big difference between being 17 and 20 in being able to push through stuff.

DBR: It's manhood, really...

DBR: What about earlier this year when you kept getting really frustrated because you couldn't put two motos together? What did it take to get over that hump? ET: "I think it was after Budds Creek. I won the second moto and then after that I was just kind of sick of myself for not putting two motos together.

R: You did seem legitimately pissed off after that race..

ET: "Yeah, I was just over it. I was over being first in one moto and then third or fourth in the next one. So, that's when I worked on my starts. I've been working on my starts like crazy. Even though they don't really show they're at least consistently top-five and that can cut it for me right now to go out there and win. Sometimes I'd start like 15th and I'd just be totally done.

DBR: That's a lot more effort, too, when you only have an hour between motos and you work that hard in the first one..

ET: "When you go out there, get a good start and have clean air it's way easier on your body and mentally too."

R: Well, 'clean air' for you is like seventh.. ET: "It is! [Laughs] I'm like, 'Hey, I can see the front'!"

DBR: Your team-mate Wilbur [Hahn] holeshots almost every moto and it's funny because for a long time we were all saying 'Eli needs to get two good starts' but in reality your starts haven't been spectacular even when you were winning. They were okay but it kind of just stopped mattering that you didn't start in the top three because you'd win anyway.

ET: "Yeah, and that happened somewhere in the middle of the season when we made a suspension change that really helped me. But also, just getting those couple of wins was big and confidence just builds and builds and builds...

DBR: Right. You start to believe you belong out front all the time.

ET: "Yeah... You don't want to say it but it just gets easier and easier and easier.

DBR: It's all mental. There are lots of guys, potentially, who can go as fast as Eli Tomac does but you have this in your head where you're like, 'I belong in the front, and so by the end of the race, that's where I'm going to be'

ET: "[Laughs] Yeah, it's true. Totally."

DBR: Did you recognize when that started happening? ET: "Well, I think it happened at Washougal - that's when it really clicked for me. I was like, 'I belong here. There's no reason for me to be running around in fifth'!"

DBR: Now that you have a National championship you can pick whatever single-digit number you want - if it's not taken..

ET: "I'm going to try to get #3. Mike Brown didn't get enough points so that's what I'm going for. It's a cool number. I looked up some stuff about Jeff Ward and I think it's going to be a good one.'

DBR: So, do you watch the 450 class knowing that you have to race against those guys from now on? ET: "I do watch them at home. I got to race them a little bit in supercross but I don't really think that was a good showing at all. I can't wait. It's going to be a whole new deal, new competition...

R: You were actually considering racing a 450 outdoors this year, too ...









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ET: "That would have been a bad move, I think."

DBR: I agree. But why do you think that? ET: "It all turned out all right but I was over the 250 at the time. But since we did get it working a little bit better and then I actually did win some races in a row and won the championship I think it would have been better than me getting fifth in the 450 class all year or something like that."

DBR: Obviously it's early but do you expect to be racing for wins in the 450cc class next year?

ET: "I could, yeah. I really do think I can battle for wins. I don't know if it'll be right away. It should be but it's all mental again so I don't know. Supercross might be a little bit different at the beginning but I think come outdoors I'll be ready to fight for wins right away."

DBR: Now, you've been picked to go to the Motocross des Nations. What does that mean to you? ET: "The Motocross des Nations is like... I didn't really pay attention to it when I was a little dude but I'd just hear about it. For me, it's like, when you're on the Motocross des Nations team you're the baddest guy in that country – the raddest, fastest dude. So, for me to be on it I'm like, 'yeah, I'm one of those guys'. That's what's cool about it to me. You have to earn it."

DBR: Do you think it'll be weird to be racing against a bunch of guys you've never seen before? ET: "You know, the whole European scene is going to be new but I did do Bercy and a couple of stadium races last year so that's going to be good for me. The crowd's a totally bigger scale and it'll be a little bit crazier, probably. But it won't be totally new to me. I won't be afraid of it."

DBR: Team USA is historically dominant at that event so you have some big shoes to fill. How does that make you feel?

riding here we'll win because I think we do have the strongest three guys - as a team. So it's all about us just making it happen and not buckling and at least this year's track is not anything crazy-unique where last year it just totally threw a wrench in everyone's sprocket."

R: You're good on hard-packed stuff, too.. ET: "Yeah, hard-packed won't bother us. I think Ryan Dungey is good in it and Justin Barcia probably doesn't mind it as much so we'll be fine."

DBR: If guys do mess with you there you're pretty good at taking dudes out when you have to... ET: "Well, the only time I take guys out is if they come after me - like they're jacknuts out on the track. So, if they come after me, I'll come right back at them. That's all there is to it. Unless it could cost the team the overall win or something then I won't be a complete idiot. Like Roger said, 'you don't want to take the pride for yourself you've got to take the pride for the team'. So, it depends on the situation."

DBR: You're returning to GEICO Honda to race 450s next year sort of replacing Kevin Windham. K-Dub had his own gear deal so are you going to be able to get your own too?

ET: "Yeah, I'll be free to get what I want..."

BR: What are your other sponsors going to be? ET: "I can't tell you. But it is free for me to do my

DBR: It's a few weeks before you leave for Germany what are your plans in the meantime? ET: "I have to keep riding at home. The break does kind of suck. It's just long enough to where you don't really get a ton of time off especially if I do Monster Cup, too."

DBR: Do you have to go start testing on the 450 for Monster Cup before you head to Germany? ET: "I will. We'll probably do some testing but I will take some time off too. I'll go back home to Colorado and do some elk hunting."

BR: Elk hunting?

ET: "Yeah, with a bow - getting up at three o'clock so I'm there at sunrise... It's an all-day thing.

DBR: Is that relaxing?

ET: "It's not relaxing – it's another adrenaline rush. It's crazv.

BR: So, how do you find them?

ET: "Well, you call them in because that's the rut during that season. Other than that, you can spot and stalk or track them. They're like 800-pound animals..."

DBR: You take down an 800-pound animal with a bow and arrow like you're an Apache? ET: "Yeah! Usually, you're like 30 yards away or closer...

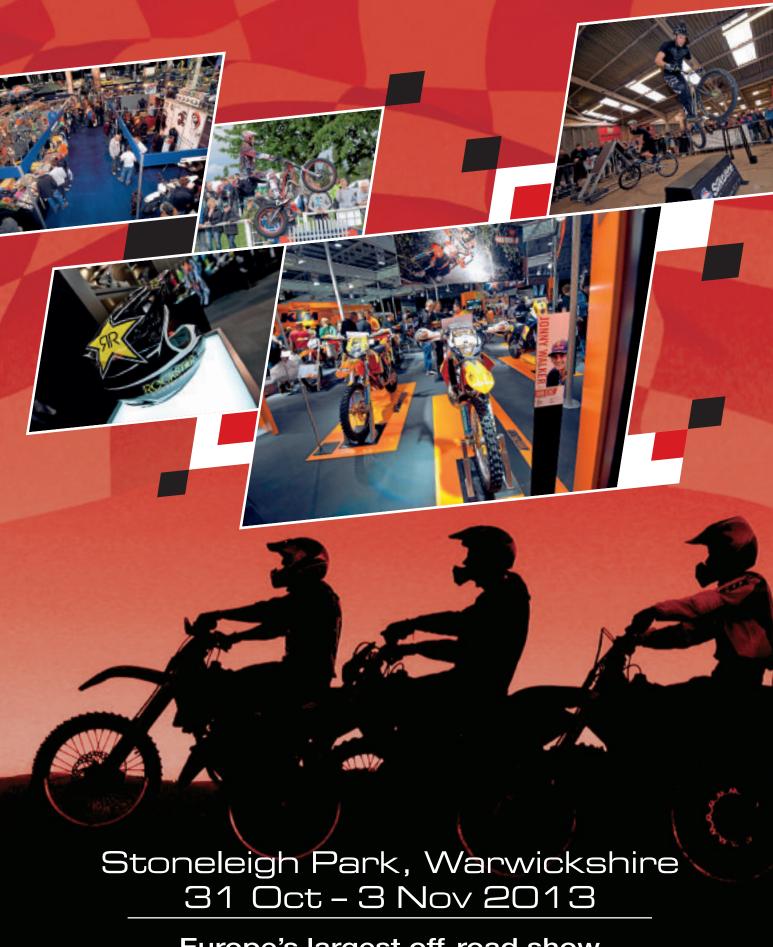
DBR: So, what do you do with it? Do you eat it? ET: "Yeah, we pack 'em out and eat 'em. We make jerky, steak...

DBR: Do you pack it out on horses? ET: "On our backs. We quarter 'em - it's gnarly."

DBR: How many trips does that take? ET: "Two or three trips with three guys so it's like 100 pounds on your back.

DBR: That sounds like more training... ET: "It is! That's my off-season.

R: That's when you get to chill out? ET: "Yup! I go Rambo – no Hawaii for me this year..."



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THE YEAR BRITAIN'S JUNIORS FINALLY END A 63-YEAR DROUGHT AND CLAIM ISDE TEAM GOLD?



weeklong event. While many are just there to 'tick' the ISDE off their racing wish list, it's also serious business for the elite.

Claiming the triple crown in 2012 by winning the World Trophy, Junior World Trophy and the Women's World Trophy classes, France are the outright strongest nation competing. Fielding five world champions in their World Trophy team it's highly likely that they'll easily defend that crown along with the

tion you would have to trace the record books back to 1950. DS Evans, E Usher and AF Gaymer were the last trio to deliver GB winning success in the Junior ranks - or the Silver Vase category as it was known back then.

Hoping to end a 63-year drought the vastly experienced quartet of Jamie McCanney, Danny McCanney, Jack Rowland and Steve Holcombe are putting Britain's best foot

Holcombe helped the team to Silver in Germany last year in his debut ISDE ride and despite missing the early part of this season through injury has returned to the track fitter, faster, smoother and stronger than ever.

On paper Britain's juniors have the potential to shine in Italy. How fitting would it be that if in the centenary year of the ISDE -which began in Carlisle, England – they put theory into practice and finally won again?



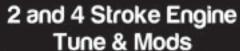


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The BOSS!

DUSTY MARTIN - TEAM GAFFER

As the team British team manager Andrew 'Dusty' Martin is the man with the final say in choosing the ACU British ISDE teams. With everyone always having their own opinion regarding all matters related to selection, his decision will never be warmly received by everyone. But for 2013 he has pleased the majority of the paddock. Overseeing the team in Finland and Germany, Dusty – like everyone else – is hoping that the promising quartet of Danny, Jamie, Jack and Steve can end Britain's 63-year ISDE winning drought.

"They are an experienced bunch of lads – the record books show that. Nobody is putting any pressure on them to win, that wouldn't be fair. We're all crossing our fingers and toes in the hope that it does happen. It's been so long since Britain has been in a strong position like this – everyone wishes them the best and we know they'll give it their all.

"In theory all four riders are strong enough to compete on the World Trophy team but it would be unfair — cruel even — to deny them a shot at winning in Sardinia. Danny and Jack have a Bronze and Silver medal — they deserve the opportunity to aim for Gold. They have plenty of years left in their career to ride at the Senior level.

"We've improved our efforts for 2013. This year a chef and masseur will be travelling to look after both teams. At the end of last year I looked at the results and France only beat us by two and half minutes. Over six days that's nothing.

teams. At the end of last year Floored at the results and France only beat us by two and half minutes.

Over six days that's nothing.

"This year marks the centenary year of the ISDE. It started in Britain all those years ago — it would be fantastic if we won 100 years on."





Devon based Steve Holcombe returns to the ISDE for 2013 with the Junior squad. Despite missing the first half of the season due to shoulder injury, Holcombe has returned to the track a much-improved rider.

Adapting well to his new KTM 250F over his old two-stroke, Holcombe is faster, smoother and stronger than ever before. Now with one year of ISDE experience under his belt he's looking forward to getting another opportunity to compete abroad.

"In all honesty I didn't expect to get picked. I'm not being modest it's just that I missed a lot of this year with injury. It has come as a bit of a surprise. But I'm glad I'm on the team.

"I feel like my riding has gone up a couple of levels since last year and I hope that I can make a difference in the end result. Moving on to the 250f has gone down really well. I don't feel like I have to hang it out so much. My riding is smoother and mistakes as less frequent. I'm really enjoying my riding a lot more.

"Personally I'm delighted to get selected. Racing at the ISDE is the only chance I'll get to race abroad all year. But it's the biggest stage of all to do it on. By proving that I'm good enough to get picked then hopefully I can turn a few heads with my results and become better known.

"Mentally I feel a lot stronger than what I did in 2012. I have a better idea of what to expect and how things run. I won't be as nervous about it all. We can only go there and give it our best shot. Obviously with the strength of the team, winning isn't out of the question but I'm sure there's about five other teams thinking exactly the same thing. As long as we all work our butts off then that's the best we can do — hopefully it'll be good enough to win the thing."







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ExpertOPINION!

WYN HUGHES

There's not a lot Wyn Hughes doesn't know about enduro – the Welshman's been involved with the sport all his life and has ridden his fair share of ISDE's. With Sardinia just around the corner, how does he view Britain's chances for 2013?

Britain's chances for 2013?
"I think this could be the best team that we've ever sent to the ISDE. We should be aiming for the podium with a view to winning. There are three world-class riders on the team and the fourth one is equally as good. On paper we're one of the favourites — hopefully everything goes to plan.

"A moment like this has been a very long time. We've always had good riders but to have four young riders already performing at such a high level is amazing to see. And you can already see that there's another batch of riders coming up through the ranks to replace them.

"It's absolutely great to see. Enduro in Britain has a future and I think once the British public gets behind them things will continue to grow stronger and stronger. It's never been filled with talent like it is now. It would be a proud moment to see them win."

JamieMcCANNEY

Jamie McCanney is the new addition to the team for 2013. Injury ruled him out of contention for a place on the Junior team in 2012 but he then later filled in for an injured David Knight on the Senior squad.

Despite being a last minute replacement McCanney ended day one 12th overall in the Enduro 1 class and as the fastest Brit. A bout of illness dampened his spirits for the remainder of the week but the Manxman's final placing of 11th overall in E1 showed that he more than earned his place on the team.

By collecting the 2013 Enduro Youth Cup World Championship McCanney's selection for the team was never in doubt. At home and abroad the Husaberg rider is on winning form and is poised for a bright career in the sport. Aiding the British ISDE Junior team to victory in Sardinia will cap off an incredible season.

"I did expect to be on the team this year, winning the world championship sort of sealed the deal. But you never just know how things work out. I thought I would be on the team last year but then an injury put paid to that. In the end I did get to go but I missed out on the Junior celebrations. Hopefully, this year I can be part of something special.

"I think we have as good of a chance as anybody else to win this race. Danny and myself have world titles to our names and both Jack and Steve aren't far off our pace. Overall we are a solid team — winning is a realistic goal — but there's no pressure to do so. If it happens, it happens. If it doesn't there's no point beating our selves up about it.

"It's a team race but you can only give your best as individuals. Everyone needs to put in 100 per cent every day of the week. There are plenty of other strong teams – one poor result could affect the outcome of the week

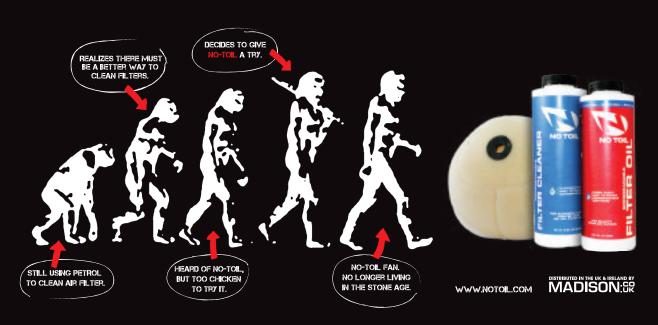
"At the moment my confidence is sky high. I'm riding better than I have ever done but still feel that there is more to come. Since switching to the 250 two-stroke at home I've stepped things up again. Hopefully I transfer that speed across to the world scene.

"Unlike other nations the Junior team might overshadow the Senior one. But that's to be expected. Knight is the only full time EWC rider on the team whereas France are fielding five world champions — it's almost impossible to match them. Both Danny and myself are factory backed riders, Jack is leading a European championship and Steve is on top form. We're all hungry to win and this could be the year to get it done. To be part of that would cap off a pretty awesome year."



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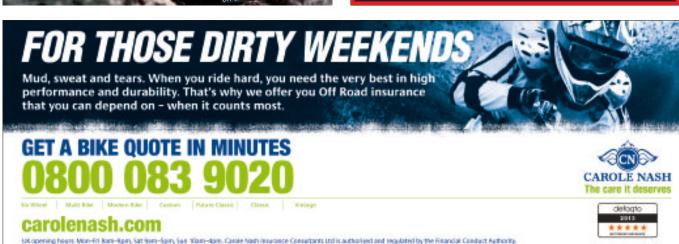
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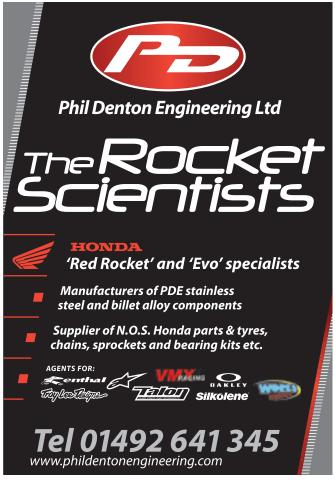
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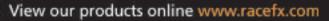






















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JORDAN ECCLES







SERIES STANDINGS: AUTO 1 Charlie Heyman 1530 2 Freddie Wyard 1286

GT CUP WRAPPED UP...

hampagne corks popped and eight year old Charlie Heyman stood tall alongside a trophy almost as big as he is. In a prize giving ceremony to end all ceremonies where every youth rider who took part received a prize – the 2013 GT Cup was done and dusted at Culham. Heyman, who went the full season unbeaten in the autos, lifted (well - stood next to) the main GT Cup as fast Freddie Wyard scooped series second. Wyard tenaciously got the better of Harvey Cashmore at the Oxfordshire clincher.

In the 65s, with a long-time leader lke Carter sidelined for the final two rounds it all became a bit of a championship stroll for Eddie Jay Wade. EJW definitely had his hands full with super-quick wild-card runner Jack Carpenter at Culham. In fact, Carpenter was in a different class. In the tussle for the podium steps - and despite a pulsating last round show coming from two-time championship race winner Bobby Bruce – it was Lewis Wood who nailed series silver with Jack Grayshon taking bronze.

In the Smallies, Christopher Mills and Tom Grimshaw have been joined at the hip all season and, as a result, the championship has swung back and forth. While the Culham closer produced some epic racing - maybe even the best of the series -Mills had the edge all weekend. He soon regained the advantage and, ultimately, Mills claimed a memorable title win going 1-1-1-2. Grimshaw posted 2-2-2-1. In the battle to be best of the rest - also a season-long and entertaining watch - Carl Budge held Connor Ford at bay.
Right from the get-go at Mildenhall, Henry

Siddiqui looked bang on the pace. So it was at every round in the Biggies as Siddiqui proved a tough nut to crack. Over the full course, the Honda 150 crew were strongest and Siddiqui is king of the GT banger crew. Will Jeonney was definitely unlucky at times. He had to settle for series third as Michael Ellis grabbed second.

Over the final two rounds of MXY2, the series hotshot Rickie Roderick fell by the way side with injury first and then serious title challenger George Fountain also left the building. Adam Day claimed the series lead at round six and with a comfortable third overall at Culham it certainly was Day's day as he duly walked off with the title. Kieran Banks gave it big licks at Culham, ending the series like an express train with four heat wins. Tony Saunders claimed the other heat win.

A	UTO TO THE STATE OF THE STATE O	
1	Charlie Heyman	1530
2		1286
3	Harvey Cashmore	1277
4		1234
5	Jaygo Beasty	1214
6	ī c c	
1	Eddie Jay Wade	1418
2	Lewis Wood	1293
3	Jack Grayshon	1232
4	Bobby Bruce	1212
5	Frankie Cutmore	1160
8	N85cc	
1	Christopher Mills	1460
2	Tom Grimshaw	1456
3	Carl Budge	1249
4	Connor Ford	1229
5	Callum Beeken	1188
B	W85cc	
1	Henry Siddiqui	1428
2	Michael Ellis	1306
3	Will Jeonney	1272
4	Aaron Gordon	1107
5	Jake Edey	1079
M	XY2	
1	Adam Day	1217
2	Kieran Banks	1190
	Tony Saunders	1171
4	Carl Noble	1158

Connor Dennis

1069

SPOTLIGHT ON... MISHALL#9

F.T.S SUSPENSION, JUDD RACING AND MIDDLETON MX

his season's battle to be top banana in the 65s has been largely a story of ultr competitiveness and horses-for-courses as Kacey Hird, Jack Carpenter, Gary Ashley, Rossi Beard and Lewis Hall have all claimed the glory at one point or another.

With one round to go in the British Youth Nationals, 11 year-old Derbyshire tearaway, Lewis Hall, just needs to keep it together for seven more heats in order to be crowned British Junior 65cc champion. In the Red Bull Elite Youth Cup series – following the Canada Heights shindig - Lewis holds a strong series third with every chance of rising even higher.

Straight after the long trip down to Canada Heights where Lewis finished in third overall highlighted by winning heat five -Team Hall headed off to Lommel for a couple of days practice. It was then on to the World Junior finals at Jinin, in the Czech Republic. Some adventure this is and one to tell his new classmates about when they ask, "what did you do in the summer holidays?"

e: How did you get into racing, buddy? LH: "When I was younger, I used to watch my older brother riding his pit bike around and I always wanted a go. When I was four my mum and dad got me a Razor electric machine for Christmas and I started out on that. Then, I soon had a Yamaha PW 50. At five, I was practising on a KTM 50 and as soon as I was six I began

racing with the YMSA."

Rage: I'm guessing being a YSMA starter and with all the sand tracks they use around where you live that sand must be your favourite surface?

LH: "Yes - for sure. I love it. FatCat and Hawkstone are my two absolute favourites but any sand will do."

Rage: In past seasons which have been your most memorable wins?

LH: "I won the 50cc YMSA Auto title in 2010 without dropping a single point and I also won the Supernational on an auto. Then last year I won it again on a 65. I have won the White Rose winter 65cc series twice."

e: Has the trip to Jinin been the highlight of your year so far?

LH: "So far, yes, but if I win a championship that will be pretty special. It was great to be asked to represent Great Britain at the worlds. I knew it was going to be really tough with 75 riders trying to qualify in the 65s. I finished 14th in my qualifying section which I was really pleased with. On race day I went 21st and then 20th in race two. I managed to get the seventh fastest lap time in heat two so I was really chuffed with that. The only bad thing was that on the way home I had my Kona mountain bike stolen from the back of our camper."





DIZZY HE GHTS.

WITH SO MUCH ACTION GOING

DOWN IT'S HARD TO KEEP TRACK OF WHAT'S OCCURRING AT THE LATEST ROUND OF THE EYC...
anada Heights host round five of the Red

Bull Elite Youth Cup and what a cracking weekend of racing it is with bar-to-bar battles raging through the pack in each and every class.

It's Jack Carpenter who takes the win in the 65cc division to close down the gap between himself and series leader Gary Ashley to just one point with two rounds left to run. Ashley takes the runner-up spot overall while final moto winner Lewis Hall snatches third – the position he also holds in the championship chase.

Team Green's Dylan Woodcock breaks out a 2014 KX85 for Canada Heights and dominates winning four out of five motos on the only green bike in the class! Jed Etchells snatches section silver with series leader Charlie Cole playing it safe in third overall. With just 21 points separating the leading pair – that's Cole and Etchells - there's still everything to play for at Hawkstone Park and Culham.

Big Wheel series leader Mitchell Lewis has great hopes for his home round of the series and although he wins more motos than anyone else and scores just as many points as Jordan Eccles he's left disappointed as Eccles snatches the top step on the better last moto tie-breaker rule. Joe Jefferies steers his MD Racing KTM to third overall edging out Albie Wilkie, Tommie Schofield and Taylor Hammal.

Recently crowned MXY2 champ Rob Davidson is top dog in the Rookies class and takes a convincing win over championship leader Dan Thornhill and James Harrison who's third. Thornhill still holds the lead in the championship though and it's gonna take a major effort for either Harrison or Davidson to snatch the Rookies title. That said Davidson's an awesome sand rider and with the final two rounds in the soft stuff he has to be considered the bigger threat of the two. Only time will tell on that one...

Series<mark>standings!</mark>

- 1 Gary Ashley 914, 2 Jack Carpenter 913, 3 Lewis Hall 888, 4 Kacey Hird 745,
- 5 Eddie Jay Wade 720

- SW85cc 1 Charlie Cole 931, 2 Jed Etchells 910,
- 3 Dylan Woodcock 869, 4 Tom Grimshaw 858,
- 5 Harry Kimber 774

- **BW85cc** 1 Mitchell Lewis 937, **2** Jordan Eccles 896,
- 3 Jay Hague 879, 4 Albie Wilkie 819,
- **5** Joe Jefferies 792

ROOKIES

- 1 Dan Thornhill 934, 2 James Harrison 887,
- 3 Robert Davidson 860, 4 Matthew Callaghan 800, **5** Todd Kellett 758









n last month's issue it seemed like a few gremlins crept into the works as Jed Etchells' details got printed twice in the 'spotlight' section. Great news for Jed but not so good for Matthew Callaghan as we - and by we we mean The Bear - messed up. Sorry Matty here are your details in full and the good news is that you get another photo!

MATTHEWCALL AGHAN

DOB: 20/11/96 Hometown: Bolton Sponsors: Verde Sports Racing, Preston Docks MX (PDMX), SCT, Watering Pool Cars, Bloor Motor Works, R.S.S, Gaerne, Rip n' Roll

DOB: 13/1/99 HOMETOWN: FARNHAM SPONSORS: KEV AND ALISON BOOTH, VISION MX, GOLDENTYRE, TTF (TEXAS TRAINING FACILITY), M-TECH ENGINE TUNING, SPH (GROUNDWORKS) LTD, CLINTON PUTNAM

ith a National Championship win in 2011, two more championships won in 2012 and with yet another just polished off as he wins the 2013 GT Cup BW85 series Henry Siddiqui has become quite adept at collecting silverware. The HS #131 run of success began almost instantly as he threw a leg over a Honda 150F, winning the 2011 85SW section of the Wulfsport Mini Masters. The Masters Smallies title was won again in 2012 as well as the BSMA GT Cup SW85 crown that same year.

This year - his first year on BW - 14 year-old Henry has run with the best at times, turning in quality shows and none better than his third overall result behind Mitchell Lewis and Jay Hague at Red Bull Elite Youth Cup at Culham. His overall highlight in 2013 has to be winning the GT Cup, however, as with it comes a top prize - a brand new 250F KTM. The new machine is Henry's to ride in 2014 and will be awarded at this year's Dirt Bike Show.

Wasting no time, however, a KTM 250 has already been acquired and had its first outing at Red Bull Canada Heights, recently. We tracked down Henry to ask him about past and present success and also to ask how the new 250 ride is shaping up. Rage cornered him at Culham, along with main sponsor Vision MX's representative, Kevin Booth.

Rage: Kevin, you must be really proud watching Henry fly the Vision MX flag. **KB:** "For sure. Yes, we could not be more pleased. We have been helping out with kit and spares since 2012 and we will continue to help Henry as much as we can, going forward. Obviously, the 250F is a big step up for a 14 year-old but in time I'm sure he will have the Vision logo at the front as he has done the past two seasons. It's good for us and good for Henry. He works really hard at what he does. He's a credit and he deserves all his success.

Rage: Henry, I have to ask if you feel a little bit annoyed that you haven't received more acclaim with press photos and so on for your

past National championship wins?

HS: "Well, I did win the National series in 2011 and 2012 and have been on the money again this year, so I did wonder at times. But it wasn't really important. Actually, it was a bit of a family joke - we reckoned the press couldn't spell my surname right so just left me alone."

Rage: As a 14 year-old, having struck out for the first time on a 250F at CH recently, how did you find the experience?

HS: "It was mint. The KTM I had to ride went really well, as soon as we sorted a few issues mum and dad though, as I really appreciate all with it. The size of the bike suits me better now too – I'm too big for the 150F. I felt I was well on MX and Mr Clinton P for helping out."

the pace too. There were 46 on the line for the Saturday action and I managed a 21st and 22nd! Some of them out there have tattoos and drive! You won't get a faster bunch in a UK series.'

Rage: Tell me a little about the tie-up with Scott Elderfield?

HS: "Ever since I started racing I have known Scott - he's just a great mate. Now that he's engaged to my sister, he will be family. As a rider, Scott can be an inspiration and a motivation for me. We do gym work at least three times a week - it's good that we can push and help each other.

Rage: What is the plan or 'career hope' going forward from now?

HS: "I'm just taking it one step at a time, really. Bring on the 250, tons of practising, and I'm also really looking forward to Weston where I will be riding in the rookie and adult sections. Next year - the GT Cup, for sure. I'll make the other decisions over the winter.'

e: Any final shouts, Henry? HS: "I just really want to get going on the bigger bike now. I have to say a massive 'thanks' to



THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKEGURNEY55@YAHOO.CO.UK





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